UNITED STATES RAILROAD ADMINISTRATION

UNITED STATES RAILROAD ADMINISTRATION
Director General of Railroads
Southern Pacific Railroad

Sacramento, June 11, 1919.

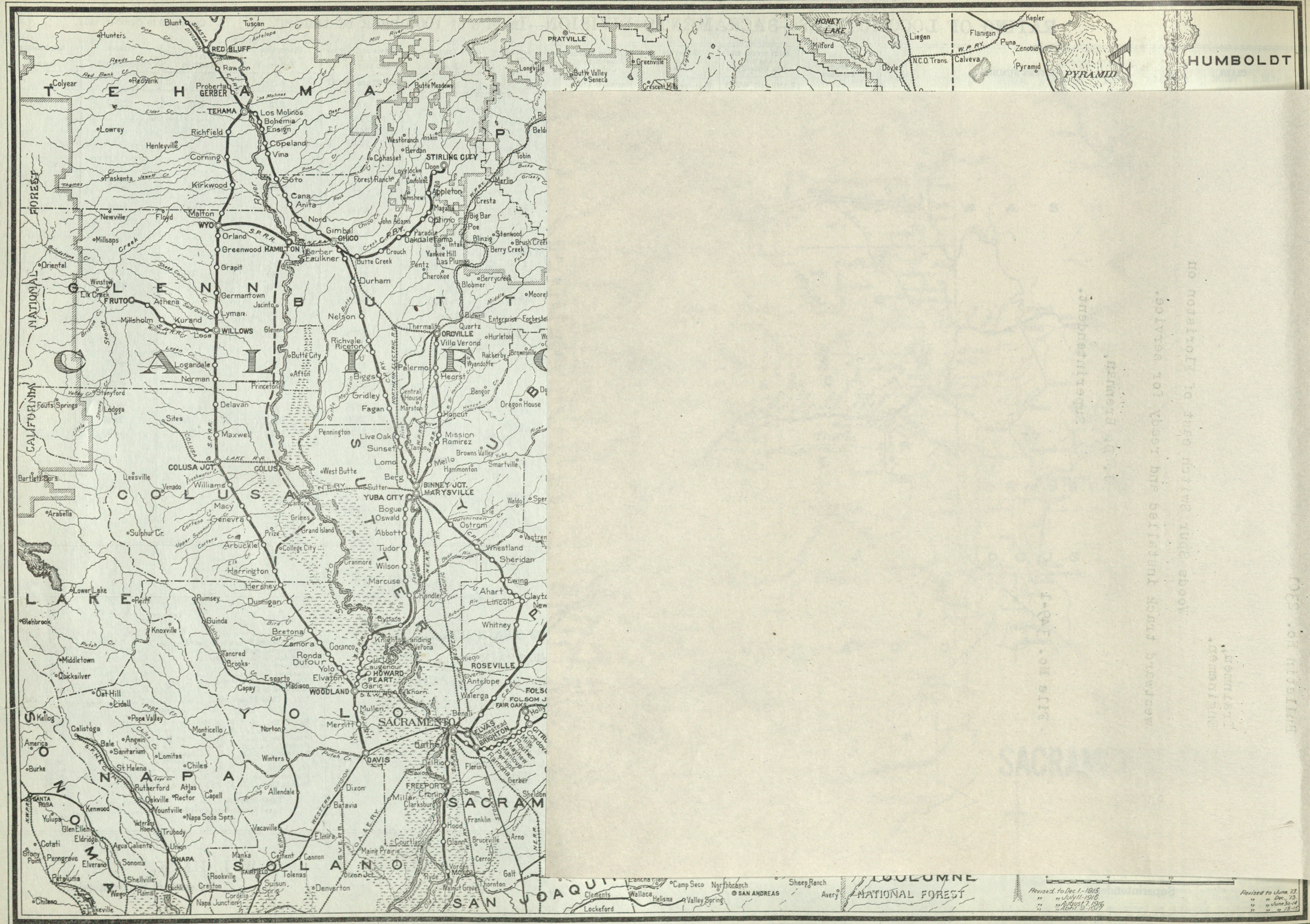
Bulletin No. 2301

Trainmen,
Enginemen.

Woods Spur Switch east of Floriston on westward track installed and ready for service.

J. D. Brennan,
Superintendent.

File No. 349-1


TEHAMA
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BUTTE
CALIFORNIA
COLUSA
SUTTER
YUBA
LAKE
YOLO
NAPA
SONOMA
SOLANO
SACRAMENTO
SAN JOAQUIN
TUOLUMNE NATIONAL FOREST
CALIFORNIA NATIONAL FOREST
HUMBOLDT
PYRAMID
HONEY LAKE
RED BLUFF
GERBER
TEHAMA
CHICO
HAMILTON
WILLOWS
FRUTO
STIRLING CITY
OROVILLE
COLUSA JCT.
COLUSA
YUBA CITY
MARYSVILLE
BINNEY JCT.
WOODLAND
SACRAMENTO
DAVIS
ROSEVILLE
NAPA
FAIRFIELD
SANTA ROSA
S.P.R.R.
W.P. RY.
N.C.O. Trans.
Revised. to Dec. 1.-1915.
" " July 11.-1916.
" " August 7. 1916
" " April 9-1917
Revised to June. '13.
" " Dec., '13.
" " June 30-14.
" " " 15.-15
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UNITED STATES RAILROAD ADMINISTRATION

UNITED STATES RAILROAD ADMINISTRATION
Director General of Railroads
Southern Pacific Railroad

Sacramento, June 9, 1919.

Bulletin No. 2292

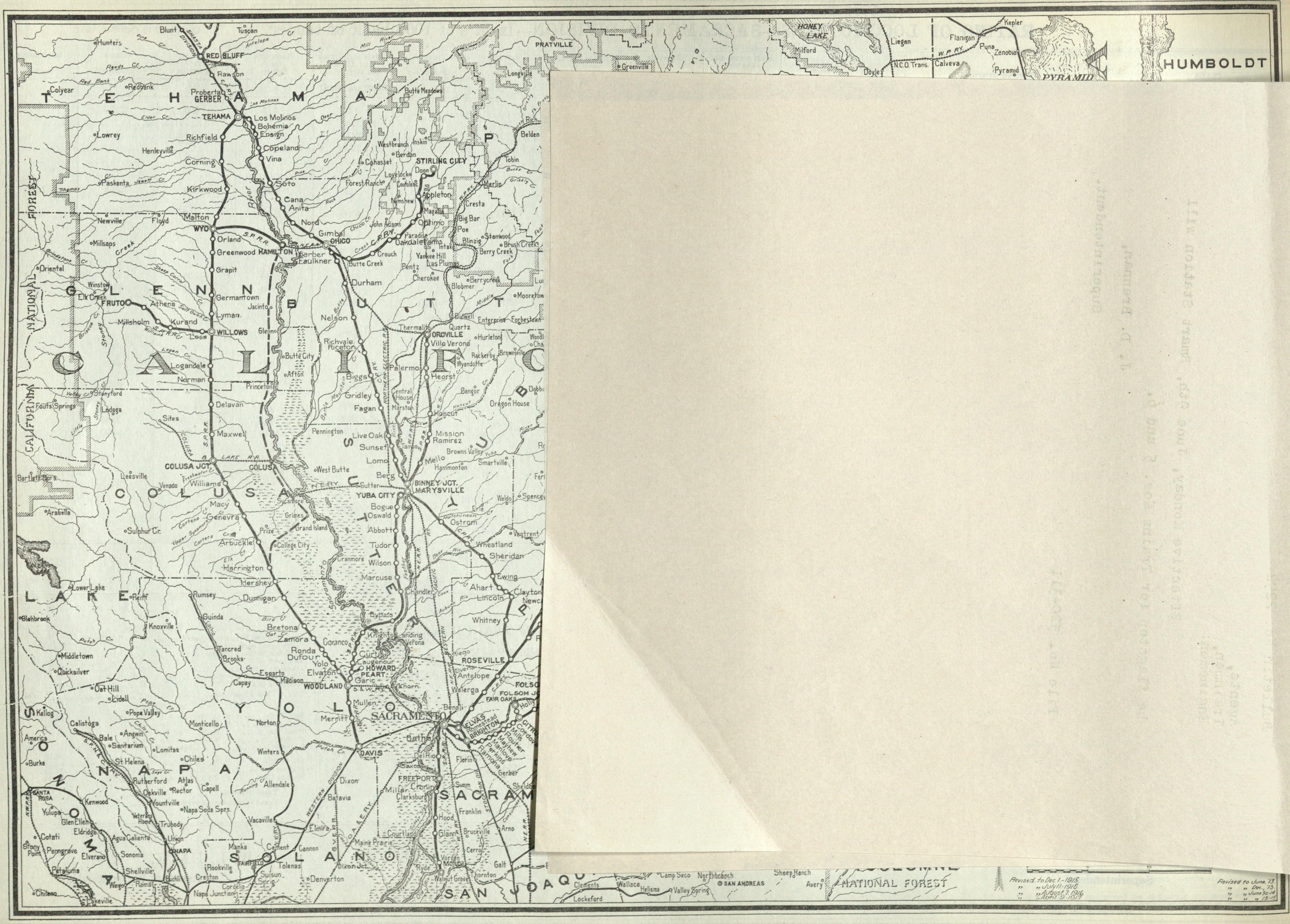
Agents,
Trainmen,
Enginemen:

Effective Monday, June 9th, Smart Station will be flagstop for Trains Nos. 5 and 6.

J. D. Brennan,
Superintendent.

File No. 520-311

RUBY,
nt of Transportation.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CALIFORNIA NATIONAL FOREST
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PYRAMID
RED BLUFF
TEHAMA
GERBER
CHICO
HAMILTON
STIRLING CITY
OROVILLE
WILLOWS
FRUTO
WYO
COLUSA JCT.
COLUSA
YUBA CITY
BINNEY JCT.
MARYSVILLE
ROSEVILLE
WOODLAND
HOWARD
PEART
SACRAMENTO
DAVIS
FREEPORT
FAIRFIELD
NAPA
SANTA ROSA
SAN ANDREAS
NATIONAL FOREST
S.P.R.R.
W.P. RY.
N.C.O. Trans.
NORTHERN ELECTRIC RY.
SHASTA DIVISION
WESTERN DIVISION

Revised to Dec. 1.-1915.
" " July 11.-1916.
" " August 7. 1916
" " April 9-1917

Revised to June. '13.
" " Dec., '13.
" " June 30.-14.
" " " 15.-15.

UNITED STATES RAILROAD ADMINISTRATION
Director General of Railroads
Southern Pacific Railroad

Sacramento, June 4th, 1919.

Bulletin No. 2280

Passenger Trainmen:

Effective with Timetable No. 2, Train No. 23 is scheduled to make stop at Sacramento for lunch.

Regular announcement should be made just prior to arrival at Sacramento.

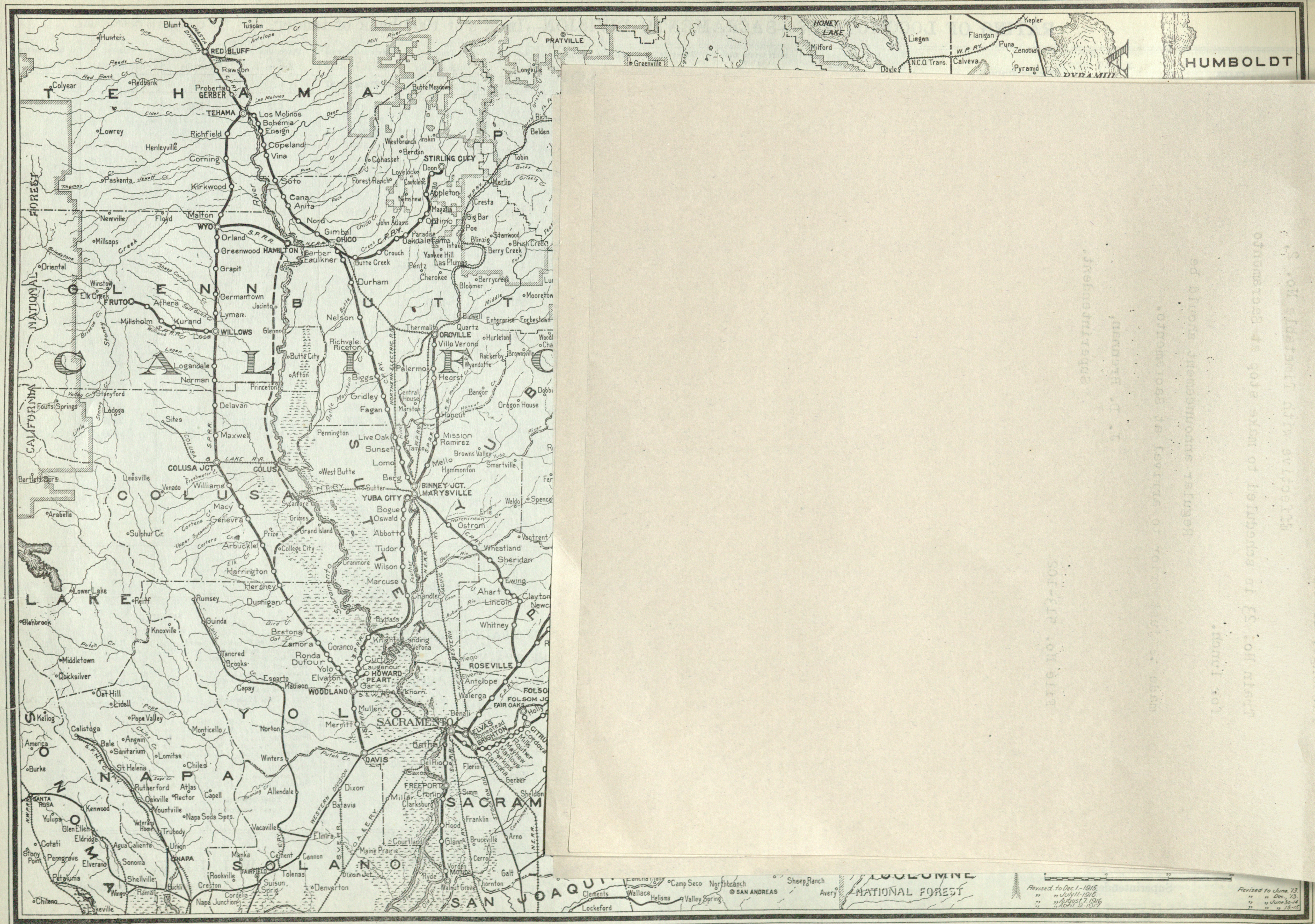
J. D. Brennan,
Superintendent.

File No. 513-102

UNITED STATES RAILROAD ADMINISTRATION

Manager.

RUBY,
nt of Transportation.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HONEY LAKE
PRATVILLE
PYRAMID
W.P.RY.
N.C.O. Trans.
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GLENN
BUTTE
COLUSA
SUTTER
YUBA
LAKE
YOLO
NAPA
SONOMA
SOLANO
SACRAMENTO
SAN JOAQUIN
TUOLUMNE NATIONAL FOREST
CALIFORNIA NATIONAL FOREST
CALIFO
RED BLUFF
TEHAMA
CORNING
WYO
WILLOWS
FRUTO
HAMILTON
CHICO
STIRLING CITY
OROVILLE
COLUSA JCT.
COLUSA
BINNEY JCT.
MARYSVILLE
YUBA CITY
WOODLAND
HOWARD
PEART
SACRAMENTO
DAVIS
ROSEVILLE
ELVAS
BRIGHTON
FREEPORT
FOLSOM
FAIR OAKS
NAPA
SANTA ROSA
FAIRFIELD
SAN ANDREAS
S.P.R.R.
N.E.R.R.
W.P.RY.
S.N.RY.
NORTHERN ELECTRIC RY.
WESTERN DIVISION
SHASTA DIVISION
Revised to Dec. 1-1915
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UNITED STATES RAILROAD ADMINISTRATION
Director General of Railroads
Southern Pacific Railroad

Sacramento, June 4th, 1919.

Bulletin No. 2282

Agents
Trainmen
Enginemen

Effective at once and continuing during life of Timetable No. 2, Trains 527 and 528 stop on flag at Marmol, Fleisch, Farad and Union Mills.

No. 24 make stop at Sparks passenger station.

J. D. Brennan,
Superintendent.

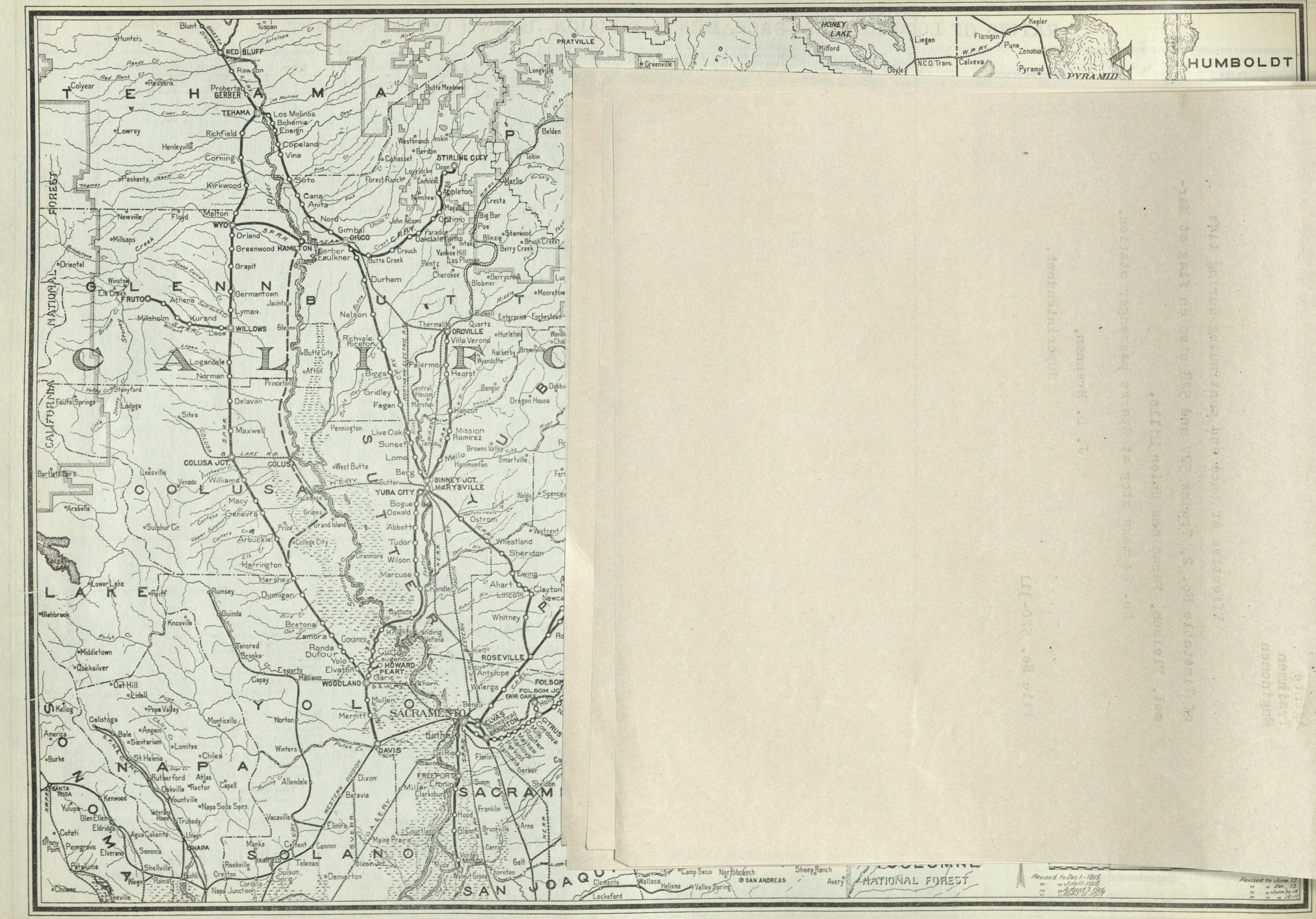
File No. 520-311

UNITED STATES RAILROAD ADMINISTRATION

Manager.

RUBY,
nt of Transportation.

SOUTHERN PACIFIC
SAFETY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NAPA
SONOMA
SOLANO
SACRAM
SAN JOAQU
CALIFORNIA NATIONAL FOREST
TUOLUMNE NATIONAL FOREST
HONEY LAKE
PYRAMID
RED BLUFF
Blunt
Hunters
Tuscan
Rawson
Probert
GERBER
Colyear
Redbank
TEHAMA
Los Molinos
Bohemia
Ensign
Lowrey
Richfield
Henleyville
Corning
Copeland
Vina
Paskenta
Kirkwood
Soto
Cana
Anita
Nord
Newville
Floyd
Malton
WYO
Orland
Millsaps
Greenwood
HAMILTON
Gimbal
CHICO
Barber
Faulkner
Butte Creek
Crouch
Grapit
Durham
Oriental
Winslow
Elk Creek
FRUTO
Athena
Germantown
Lyman
Jacinto
Millsholm
Kurand
Loss
WILLOWS
Glenn
Nelson
Logandale
Norman
Butte City
Afton
Richvale
Riceton
Biggs
Gridley
Fagan
Princeton
Stonyford
Fouts Springs
Lodoga
Delavan
Sites
Maxwell
Pennington
Live Oak
Sunset
Lomo
Berg
COLUSA JCT.
COLUSA
West Butte
Sutter
Bartlett Spgs.
Leesville
Venado
Williams
Arabella
Macy
Geneva
Sycamore
Grimes
Prize
Grand Island
Sulphur Cr.
Arbuckle
College City
Harrington
Hershey
Lower Lake
Rumsey
Dunnigan
Guinda
Glenbrook
Knoxville
Bretona
Zamora
Goranco
Ronda
Dufour
Yolo
Middletown
Tancred
Brooks
Esparto
Capay
Madison
Quicksilver
Oat Hill
Lidell
Pope Valley
WOODLAND
Mullen
Merritt
Kellog
Calistoga
Bale
Sanitarium
Angwin
Lomitas
Chiles
Monticello
Norton
America
Burke
St Helena
Rutherford
Oakville
Yountville
Atlas
Rector
Capell
Napa Soda Spgs.
Winters
DAVIS
Allendale
SANTA ROSA
Kenwood
Yulupa
Glen Ellen
Eldridge
Agua Caliente
Sonoma
Trubody
Cotati
Penngrove
Stony Point
Elverano
Petaluma
Shellville
Schellville
Wingo
Ramal
Buchli
Napa Junction
Creston
Cordelia
Suisun
FAIRFIELD
Tolenas
Denverton
Chileno
Lakeville
Rockville
Manka
Cement
Cannon
Dixon Jct.
Vacaville
Elmira
Maine Prairie
Dixon
Batavia
Courtland
Ryde
Walnut Grove
Vorden
Hood
Glann
Franklin
Bruceville
Arno
Cerro
Thornton
Galt
Clarksburg
Miller
FREEPORT
Cronin
Simm
Sheldon
Gerber
Florin
Del Rio
Saxon
Bathsheba
SACRAMENTO
Benali
ELVAS
BRIGHTON
CITRUS
Cordova
Mills
Routier
Mayhew
Harlow
Perkins
Ramona
FOLSOM
FOLSOM JCT.
FAIR OAKS
Walerga
Antelope
Elverta
Riego
ROSEVILLE
Knights Landing
Verona
Cucto
Laugenour
HOWARD
PEART
Elvaton
Garic
Elkhorn
Bypass
Chandler
Marcuse
Wilson
Tudor
Abbott
Oswald
Bogue
YUBA CITY
BINNEY JCT.
MARYSVILLE
Ostrom
Hutchinson
Erle
Vagtrent
Wheatland
Sheridan
Ewing
Clayton
Ahart
Lincoln
Newcastle
Whitney
Mello
Hammonton
Browns Valley
Smartville
Mission
Ramirez
Tambo
Honcut
Marston
Central House
Palermo
Hearst
Wyandotte
Rackerby
Brownsville
Bangor
Oregon House
Dobbins
Hurleton
Villa Verona
OROVILLE
Thermalito
Quartz
Bidwell
Enterprise
Forbestown
Mooretown
Berrycreek
Blobmer
Cherokee
Pentz
Yankee Hill
Las Plumas
Intake
Oakdale Farms
Paradise
Optimo
Magalia
Appleton
Nimshew
Coutolenc
Lovelock
Forest Ranch
Cohasset
Berdan
Westbranch
Inskip
Butte Meadows
STIRLING CITY
Doon
Big Bar
Poe
Blinzig
Stanwood
Brush Creek
Berry Creek
Cresta
Merlin
Tobin
Belden
Rich
Longville
Greenville
PRATVILLE
Milford
Liegan
Doyle
Flanigan
Kepler
Puna
Zenobia
Pyramid
Calveva
N.C.O. Trans.
W.P. RY.
Camp Seco
Northbranch
Sheep Ranch
Clements
Wallace
Helisma
Valley Spring
SAN ANDREAS
Avery
Lockeford
S.P.R.R.
N.E.RY.
W.P.RY.
C.P.RY.
SHASTA DIVISION
WESTERN DIVISION
COLUSA & LAKE R.R.
NORTHERN ELECTRIC RY.
Sacramento River
Feather River
Revised to Dec. 1-1915
" " July 11-1916
" " August 7, 1916
" " Aug. 9, 1917
Revised to June 13
" " Dec. 13
" " June 30-14
" " 15-15

UNITED STATES RAILROAD ADMINISTRATION

Walker D. Hines, Director General of Railroads

SOUTHERN PACIFIC RAILROAD

(LINES SOUTH OF ASHLAND)

2

TIME TABLE

FOR THE

SACRAMENTO DIVISION

To Take Effect Sunday, June 1, 1919, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

W. R. SCOTT,
Federal Manager.

anager.

F. L. BURCKHALTER
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

Eastward.

FROM SAN FRANCISCO

Time Table No. 2

June 1, 1919

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS					FIRST CLASS											Distance from San Francisco	STATIONS
	256	308	222	306	254	6	48	20	34	14	2	22	28	24	10	16		
	Sunset Manifest	Way Freight	Portland Fast Freight	Way Freight	Ogden Manifest	Atlantic Express	El Dorado	Pacific Limited	Colfax Passenger	Portland Express	Overland Limited	Dunsmuir Passenger	Sacramento Gerber Passenger	Tonopah Express	Express	Oregon Express		
	Leave Daily	Lv. Monday Wednesday and Friday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Term Yard WFTYOP			8.30AM			10.25PM	8.30PM	4.55PM	3.45PM	2.15PM	1.15PM	11.00AM	8.00AM	7.30AM	1.30AM	12.30AM	88.8	DNR **SACRAMENTO** 3.0
Yard IY P	8.30AM		8.45		11.10AM	10.35	8.40	5.05	f3.55	2.25	1.25	f11.10	f8.10	f 7.40	1.40	12.40	91.8	**ELVAS** 1.5
																	93.5	SWANSTON 1.6
88 P						10.40	8.46	5.10	f4.00	2.30	1.30	f11.15	f8.15	f 7.45	1.47	12.45	94.9	BENALI 4.5
10 Spur P									f			f	f	f			99.4	WALERGA 3.4
60 P						10.54	8.57	5.20	f4.10	2.40	1.40	f11.25	f8.25	f 7.55	2.00	12.55	102.8	ANTELOPE 3.8
Term Yard TWFPYO	10.00AM		10.15AM	4.00AM	12.05PM 2.30	s11.10	s9.05PM	s 5.35	s4.20	s2.52PM	1.55	s11.35AM	s8.37AM	s 8.05	s 2.15	s 1.08AM	106.6	DN **ROSEVILLE** 1.3
																	107.9	ENWOOD 2.7
Yard P				4.15		s11.23		5.45	s4.30		2.05			s 8.15	s 2.27		110.6	ROCKLIN 4.9
73				See Page 3.		f11.38		5.57	See page 3.		2.17			See page 3.	2.40		115.5	LINCOLN AV., PENRYN 4.7
87 W P				6.50		s11.55PM		6.10	s5.00		2.29			s 8.45	s 2.55		120.2	DN NEWCASTLE 4.0
86 W P				7.50		s12.10AM		s 6.20	s5.13		2.39			s 8.55	s 3.10		124.2	AUBURN, NEVADA ST. 4.9
76 P				8.20		12.25		6.30	f5.23		2.50			f 9.06	3.22		129.1	BOWMAN 2.3
70				8.50	5.32	12.35		6.35	f5.32		2.55			f 9.15	3.30		131.4	CLIPPER GAP 2.9
83 W				9.05		12.45		6.44	f5.40		3.02			f 9.25	3.40		134.3	APPLEGATE 3.4
82				9.35		12.57		6.53	f5.48		3.10			f 9.35	3.52		137.7	N. E. MILLS 1.3
									f					f			139.0	LANDER 2.7
Yard OYPW		7.00AM		10.10AM	6.45	s 1.20		s 7.10	s6.00PM		s 3.25			s 9.50	s 4.10		141.7	DNR **COLFAX** 4.3
50		7.20			7.25	1.38		7.25			3.40			f10.10	4.27		146.0	CAPE HORN 2.5
														f			148.5	MAGRA 3.7
80 PWFY		8.15				s 2.05		7.45			4.00			f10.35	s 4.52		152.2	DN GOLD RUN 1.9
6 Spur		8.40				s 2.15		7.50			4.05			f10.45	s 5.00		154.1	DUTCH FLAT 1.9
4 Spur														f			156.0	ALTA 0.8
5 Spur PW		9.00				s 2.27		8.00			4.15			f10.55	s 5.10		156.8	D TOWLE 1.8
5 Spur		9.15				2.37		8.07			4.22			f11.02	5.20		158.6	GORGE 2.1
80 P		9.30				2.48		8.14			4.29			f11.15	5.30		160.7	DN MIDAS 2.3
10 Spur W		9.50				2.58		8.22			4.37			f11.24	5.40		163.0	FOREBAY 2.1
		10.00			9.50	3.07		8.32			4.45			11.32	5.50		165.1	B. C. JUNCTION 0.4
60 PTW		10.10AM			10.00PM	s 3.10AM		s 8.35PM			s 4.48PM			s¶ 11.35AM	s 5.55AM		165.5 166.6	DN **BLUE CANON**
	Arrive Daily	Ar. Monday Wednesday and Friday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(76.7)
	(1.30)	(3.10)	(1.45)	(6.10)	(8.25)	(4.45)	(0.35)	(3.40)	(2.15)	(0.37)	(3.33)	(0.35)	(0.37)	(4.05)	(4.25)	(0.38)		..................Time over District
	9.20	7.64	10.95	5.69	9.10	16.37	30.51	21.21	23.51	28.86	21.13	30.51	28.86	18.89	17.36	28.10		..................Average speed per hour

Automatic Block

Staff Sys.

No. 2 Track

No. 4 Track between Rocklin and Loomis will be used exclusively by Nos. 24, 34 and 306; other trains only when authorized by train order.

Eastward trains to use siding at Clipper Gap, will have to back in through crossover near east end of siding.

ADDITIONAL STOPS ON SIGNAL
- No. 24, Haggin, Mile Post 94.1.
- Nos. 2, 6 and 20 stations west of Colfax to receive passengers for Ogden and points east.

Eastward

FROM SAN FRANCISCO

TOWARD SAN FRANCISCO

Westward.

Time Table No. 2

June 1, 1919

306 Way Freight	24 Tonopah Express	34 Colfax Passenger		STATIONS	Distance from Blue Canon	FIRST CLASS 5 San Francisco Passenger	13 San Francisco Express	47 El Dorado	9 Fast Mail	33 Sacramento Passenger	19 Pacific Limited	1 Overland Limited	23 Tonopah Express	21 The Statesman	27 Sacramento Passenger	THIRD CLASS 257 Sunset Manifest	253 Ogden Manifest	305 Way Freight	307 Way Freight	221 Portland Fast Freight	Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.
Leave Daily Ex. Sunday	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tuesday Thursday Saturday	Arrive Daily	
			DNR	**SACRAMENTO** 3.0	77.1	s 4.05AM	s 4.30AM	s 8.05AM	s 8.55AM	s 9.15AM	10.25AM	s 1.30PM	s 2.45PM	s 3.00PM	s 6.35PM					6.00PM	Term. Yard WFTYOP
				ELVAS 1.5	74.1	3.55	4.20	7.55	8.45	f 9.05	10.10	1.20	f 2.35	2.50	6.25	1.00AM	8.35AM			5.45	PIY Yard
				SWANSTON 1.6	72.6																
				BENALI 4.5	71.0	3.49	4.11	7.50	8.41	f 8.57	10.05	1.12	f 2.26	2.41	f 6.18						P 89
				WALERGA 3.4	66.5					f			f		f						No Siding P
				ANTELOPE 3.8	63.1	3.39	4.01	7.40	8.31	s 8.47	9.55	1.03	f 2.15	2.30	f 6.08						P 60
			DN	**ROSEVILLE** 1.3	59.3	s 3.30	3.53AM	s 7.32AM	8.25	s 8.37	s 9.45	12.55	s 2.07	s 2.23PM	6.00PM	12.10AM	8.00 6.00	4.00PM		5.00PM	Term. Yard TWFPYO
				ENWOOD 2.7	58.0																
4.15AM	s 8.15AM	s 4.30PM		ROCKLIN 3.3	55.3	f 3.14			8.10	s 8.30	9.25	12.40	s 1.53					3.40			P Yard
4.50 5.50	s 8.23	s 4.39	D	LOOMIS 2.7	52.0	f 3.04			8.03	s 8.23	9.16	12.33	s 1.42					2.43			P 60
6.05 6.30	s 8.31	s 4.49	D	PENRYN 3.0	49.3	f 2.55			7.57	s 8.15	9.10	12.25	s 1.32					2.07			P 55
6.50AM	s 8.45AM	s 5.00PM	DN	NEWCASTLE 1.9	46.3	f 2.45			7.50	s 8.07	s 9.03	12.19	s 1.22					1.22			WP 73
				ZETA 2.1	44.4					f 7.58			f								Spur 7
				FLINT 0.9	42.3																73
			D	AUBURN 3.9	41.4	s 2.30			7.36	s 7.52	s 8.47	12.05PM	s 1.05				4.30	12.05PM			WP 56
				BOWMAN 2.5	37.5	2.18			7.29	f 7.40	8.37	11.56AM	f 12.50								P 73
				CLIPPER GAP 3.0	35.0	2.11			7.22	f 7.34	8.30	11.49	f 12.42								70
				APPLEGATE 3.2	32.0	f 2.04			7.16	f 7.28	8.24	11.43	f 12.33								Spur 55
				N. E. MILLS 2.0	28.8	1.56			7.10	f 7.22	8.16	11.37	s 12.22								Spur 55
				LANDER 3.0	26 8					f			f								Spur 64
			DNR	**COLFAX** 4 3	23.8	s 1.40			7.00	7.10AM	s 8.05	s 11.23	s 12.10PM				2.45	9.10AM	4.00PM		OYWP Yard
				CAPE HORN 2.5	19.5	1.23			6.41		7.45	11.04	f 11.50AM						3.30		50
				MAGRA 3.7	17.0								f								Spur 5
			DN	GOLD RUN 1.9	13.3	f 1.05			6.27		7.31	10.48	f 11.35						3.00		WFYP 80
				DUTCH FLAT 1.9	11.4	f 12.58			6.22		7.25	10.42	f 11.29								Spur 6
				ALTA 0.8	9.5	f							f								Spur 4
			D	TOWLE 1.8	8.7	f 12.51			6.16		7.19	10.35	f 11.22								WP Spur 5
				*GORGE 2.1	6.9	12.46			6.12		7.15	10.29	f 11.16						2.20		Spur 5
			DN	MIDAS 2.3	4.8	12.40			6.07		7.07	10.23	f 11.09						2.05		P 80
				FOREBAY 2 1	2.5	12.33			6.01		7.00	10.15	f 11.03						1.50		W Spur 10
				B. O. JUNCTION 0 4	0.4	12.27			5.57		6.53	10.08	10.57				1.05		1.35		
			DN	**BLUE CANON**	0.0	12.25AM			5.55AM		6.50AM	10.05AM	10.55AM				1.00AM		1.30PM		PTW 60
Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily			(77.1)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tuesday, Thurs., Sat.	Leave Daily	
				Time over District		(3 40)	(0.37)	(0.33)	(3.00)	(2.05)	(3.35)	(3.25)	(3.50)	(0.37)	(0.35)	(0.50)	(5 35)	(6.50)	(2.30)	(1.00)	
				Average speed per hour		20.29	28.86	32.30	25.70	25.73	20.80	22.56	20.11	28.86	30.51	17.76	13.27	5.22	9.52	19.16	

Automatic Block (Sacramento to B. O. Junction); Staff Sys. (B. O. Junction to Blue Canon); No. 1 Track (Auburn to B. O. Junction).

The above schedules are shown only for information and have no time table superiority between Loomis and Newcastle, but will be known by their numbers and handled only by train orders between Loomis and Newcastle.

Westward trains receiving orders east of Newcastle moving an eastward train from Loomis to Newcastle against them, must not pass east cross-over switch at Newcastle until opposing trains on No. 1 Track have arrived.

Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal.

Nos. 24, 34 and 306 will use No. 4 Track Rocklin to Loomis.

ADDITIONAL STOPS ON SIGNAL.

Nos. 13 and 27, stations between Roseville and Sacramento to discharge passengers from points east of Roseville.

No. 23, Haggin, Mile Post 94.1.

Nos. 1, 5 and 19, stations west of Colfax to discharge passengers from points east of Ogden.

*Frog in part of season.

Time Table No. 2

June 1, 1919

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS			SECOND CLASS	FIRST CLASS							Distance from San Francisco	STATIONS	
	254	308	310	528	20	2	128	24	4	10	6			
	Ogden Manifest	Way Freight	Way Freight	Truckee Sparks MOTOR	Pacific Limited	Overland Limited	Reno Passenger	Tonopah Express	Western Pacific Passenger	Express	Atlantic Express			
	Leave Daily	Lv. Monday, Wednesday and Friday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
60 PTW	10.10PM	10.45AM			8.40PM	4.55PM		11.50AM		6.00AM	3.15AM	166.6	DN **BLUE CANON**	1.7
72		10.57			8.48	5.03		f 11.58AM		6.09	3.25	168.3	GUNTER	1.4
73		11.04			8.54	5.09		f 12.03PM		6.15	3.32	169.7	FULDA	2.1
68 PT		11.30			9.01	5.16		s 12.12		6.25	3.40	171.8	D EMIGRANT GAP	1.5
51		11.45AM			9.07	5.22		f 12.20		6.35	f 3.48	173.3	DN **SMART**	2.8
69	11.15	12.05PM			9.16	5.31		s 12.32		6.46	4.00	176.1	YUBA PASS	2.2
51 W	11.40PM	12.41			9.24	5.37		f 12.41		6.58	4.12	178.3	CRYSTAL LAKE	2.0
49 PW		1.05			9.33	5.45		s 12.50		7.07	f 4.22	180.3	DN CISCO	3.5
53		1.30			9.44	5.55		f 1.05		7.21	4.36	183.8	TAMARACK	2.0
50 W		1.50			9.51	6.02		f 1.15		7.29	4.44	185.8	DN TROY	2.1
59		2.10			9.58	6.09		f 1.25		7.38	4.55	187.9	SPRUCE	2.8
47		2.30			10.06	6.17		s 1.37		7.48	5.05	190.7	SODA SPRINGS	2.3
128 PTW	1.45AM	3.05			10.18	6.30		s 1.50		s 8.03	s 5.17	193.0	DN SUMMIT	3.2
54		3.20			10.27	6.38		f 2.01		8.18	5.30	196.2	LAKE VIEW	2.0
60		3.35			10.33	6.44		f 2.10		8.28	5.38	198.2	EDER	2.4
57 T		3.50			10.40	6.50		f 2.20		8.37	5.47	200.6	DN ANDOVER	3.5
72		4.10			10.48	6.58		f 2.32		8.50	f 5.57	204.1	CHAMPION	3.9
Term. Yard PWTYOF	3.40	4.30PM	6.30AM	7.30PM	s 11.00	s 7.10		s 2.45		s 9.15	s 6.15	208.0	DNR **TRUCKEE**	3.1
48 (Spur)				s 7.36				f		f		211.1	* POLARIS	3.9
53 (Spur)				s 7.45				f				215.0	*PROSSER CREEK	1.3
20			7.15	s 7.53	11.20	7.30		f 3.08		s 9.40	s 6.35	216.3	D BOCA	1.8
80				s 7.58								218.1	HINTON	0.9
8 (Spur)				s 8.01								219.0	*BURCKHALTER	1.9
31 (Spur)				s 8.06				f		f		220.9	* ICELAND	0.6
34 (Spur)												221.5	* WICKES	0.9
75 W			7.45	s 8.12	11.34	7.44		s 3.25		9.55	s 6.50	222.4	D FLORISTON	3.1
20 (Spur) W				s 8.20	11.40	7.50		f 3.33		10.05	6.58	225.5	MYSTIC	3.0
No Siding W				s 8.28								228.5	CALVADA	3.9
100	7.15		8.45	s 8.38	11.55PM	8.05		s 3.45		10.25	s 7.15	232.4	D **VERDI**	3.4
15 (Spur)				s 8.45				f			f	235.8	MOGUL	1.4
6 (Spur) W				s 8.53	12.05AM	8.15		f 3.55		10.35	f 7.25	237.2	LAWTON	5.7
Yard OP	8.15		9.50	s 9.10	s 12.25	s 8.30	7.40PM	s 4.10 7.30	12.15PM	s 11.00	s 7.55	242.9	DN **RENO**	2.6
Yard				s 9.20	12.35	8.40	7.50	7.40	12.25	s 11.10	s 8.05	245.5	SPARKS (Passenger Station)	0.7
Term. Yard FWTOP	8.50AM		10.10AM	s 9.30PM	s 12.40AM	s 8.45PM	s 7.55PM	s 7.45PM	s 12.30PM	s 11.15AM	s 8.10AM	246.2	DNR **SPARKS** (Dsprs Office)	
	Arrive Daily	Ar. Monday, Wednesday and Friday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(79.6)	
	(10.40) 7.46	(5.45) 7.20	(3.40) 10.41	(2.00) 19.00	(4.00) 19.96	(3.50) 20.07	(0.15) 22.00	(4.40) 17.06	(0 15) 22 00	(5.15) 15.16	(4.55) 16.18		..............Time over district ....Average speed per hour	

Staff System (Blue Canon to Champion)

Automatic Block (Truckee to Sparks)

No. 2 Track (Truckee to Sparks)

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Eastward trains between Reno and Sparks will move irrespective of time table superiority when moving with current traffic.

*Frog taken out part of season.
Burckhalter Spur on No. 2 track only.
Water tank Mystic and Lawton on No. 1 track only.
Lawton Spur and cross-over 0.7 mile east of station board.
Floriston Telegraph Office open 6:10 A. M. to 10:10 P. M.

On double track between Sparks and Truckee, trains keep to the left. Westward trains use No. 1 track, Eastward trains No. 2 track. Signals used by trackmen on this double track will be placed on left, or fireman's side of track.

Additional Stations:—Stanford Mile Post 202.7, Union Mills 213.5, Farad 224.7, Fleish 229.8.

ADDITIONAL STOPS ON SIGNAL

- No. 6—Farad, Fleish.
- No. 6—Union Mills to let off passengers from points west of Sacramento.
- No. 24—Stop at Summit Hotel. This in addition to regular station stop.
- No. 24—Union Mills, Farad, Fleish and Stanford.

TOWARD SAN FRANCISCO. Westward.

Time Table No. 2

June 1, 1919

		STATIONS	Distance from Sparks	FIRST CLASS							SECOND CLASS	THIRD CLASS		
				9 Fast Mail	19 Pacific Limited	1 Overland Limited	23 Tonopah Express	127 Westwood Passenger	3 Western Pacific Passenger	5 San Francisco Passenger	527 Sparks Truckee MOTOR	309 Way Freight	307 Way Freight	253 Ogden Manifest
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues. Thurs. & Sat.	Arrive Daily
Staff System	DN	**BLUE CANON** 1.7	79.6	s 5.50AM	6.45AM	s 10.00AM	s ¶ 10.40AM			s 12.20AM			1.15PM	12.45AM
		GUNTER 1.4	77.9	5.46	6.37	9.50	f 10.34			12.15			12.45	
		FULDA 2.1	76.5	5.43	6.32	9.46	f 10.29			12.10			12.30	
	D	EMIGRANT GAP 1.5	74.4	5.38	6.25	9.41	s 10.22			s 12.04AM			12.12PM	
	DN	**SMART** 2.8	72.9	5.34	6.18	9.35	f 10.15			11.57PM			11.45AM	11.57PM
		YUBA PASS 2.2	70.1	5.27	6.10	9.27	f 10.07			11.48			11.15	11.15
		CRYSTAL LAKE 2.0	67.9	5.22	6.03	9.20	f 10.00			11.40			10.55	
	DN	CISCO 3.5	65.9	5.15	5.56	9.13	s 9.54			s 11.30			10.27	
		TAMARACK 2.0	62.4	5.05	5.47	9.02	f 9.42			11.17			9.55	
	DN	TROY 2.1	60.4	5.00	5.40	8.55	f 9.35			11.10			9.35	
		SPRUCE 2.8	58.3	4.55	5.33	8.47	f 9.28			11.03			8.47	
		SODA SPRINGS 2.3	55.5	4.49	5.25	8.38	f 9.20			f 10.53			8.20	10.06
	DN	SUMMIT 3.2	53.2	4.43	5.17	8.30	s 9.10			s 10.43			8.03	9.30
		LAKE VIEW 2.0	50.0	4.35	5.08	8.18	f 8.58			10.27			7.37	
		EDER 2.4	48.0	4.30	5.02	8.10	f 8.48			10.12			7.20	
	DN	ANDOVER 3.5	45.6	4.23	4.55	8.02	f 8.37			10.02			7.00	
		CHAMPION 3.9	42.1	4.15	4.45	7.50	f 8.23			9.50			6.40	6.58
	DNR	**TRUCKEE** 3.1	38.2 38.0	s 4.05	s 4.30	s 7.35	s 8.10 ¶ 7.55			s 9.35	s 5.40PM	2.30PM	6.15AM	5.40
Automatic Block No. 1 Track		*POLARIS 3.9	34.9				f			f	s 5.28			
		*PROSSER CREEK 1.3	31.0				f			f	s 5.19			
	D	BOCA 1.8	29.7	3.43	4.05	7.15	s 7.30			s 9.00	s 5.15	1.40		4.15
		HINTON 0.9	27.9								s 5.10			
		*BURCKHALTER 1.9	27.0								s 5.06			
		*ICELAND 0.6	25.1				f			f	s 5.02			
		*WICKES 0.9	24.5											
	D	FLORISTON 3.0	23.6	3.30	3.50	7.01	s 7.10			s 8.45	s 4.58	1.00		
		MYSTIC 3.0	20.6	3.23	3.40	6.54	f 7.00			f 8.38	s 4.47			
		CALVADA 3.9	17.6								s 4.39			
	D	**VERDI** 3.3	13.7	3.10	3.24	6.40	s 6.45			s 8.23	s 4.29	12.05PM		2.00
		MOGUL 1.4	10.4				f.			f	s 4.17			
		LAWTON 5.7	9.0	3.00	3.12	6.30	f 6.35			f 8.10	s 4.12			
	DN	**RENO** 2.6	3.3	s 2.52	s 3.00	s 6.20	s 6.25 6.00	s 8.00AM	s 4.00PM	s 7.55 7.35	s 3.55	11.20AM		1.00
		SPARKS (Passenger Station) 0.7	0.7	2.43	2.49	6.10	s 5.50	7.50	3.50	s 7.25	s 3.45			
	DNR	**SPARKS** (DsprsOffice)	0.0	2.40AM	2.45AM	6.05AM	5.45AM	7.45AM	3.45PM	7.20PM	3.40PM	11.00AM		12.30PM
		(79.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues. Thurs. & Sat.	Leave Daily
		Time over District		(3.10)	(4.00)	(3.55)	(4.15)	(0.15)	(0.15)	(5.00)	(2.00)	(3.30)	(7.00)	(12.15)
		Average speed per hour		25.10	19.90	20.32	18.73	22.00	22.00	15.92	19.00	10.47	5.91	6.49

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

*Frog taken out part of season.
Burckhalter Spur on No. 2 track only.
Water tank Mystic and Lawton on No. 1 track only.
Lawton Spur and cross over 0.7 mile east of station board.
Floriston Telegraph Office open 6.10 a. m. to 10.10 p. m.

On double track between Sparks and Truckee, trains will keep to the left. Westward trains use No. 1 Track, and Eastward trains No. 2 Track. Signals used by trackmen on this double track will be placed on the left, or fireman's side of track.

ADDITIONAL STOPS ON SIGNAL:
No. 5 Union Mills, Farad. Fleish and Summit Hotel.
No. 23 Farad, Fleish, Union Mills, Summit Hotel and Stanford.

FROM SAN FRANCISCO

Time Table No. 2

June 1, 1919

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS				SECOND CLASS	FIRST CLASS								Distance from San Francisco		
	222 Portland **Fast Freight**	226 Way Freight	228 **Way Freight**	230 Way Freight		44 Gerber Passenger	48 El Dorado	14 Portland Express	22 Dunsmuir Passenger	30 Gerber Passenger	28 Sacramento Gerber Passenger	16 Oregon Express	54 Oregonian			
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
							8.30PM	2.15PM	11.00AM		8.00AM	12.30AM		88.8		**SACRAMENTO**
Term Yard FOPTWY	3.00PM			10.30PM			9.05PM	2.52PM	11.35AM		8.37AM	1.10AM		106.6	DN	**ROSEVILLE** 6.2
49	3.40			10.50			9.14	f 3.05	f 11.45		f 8.52	1.25		112.8		WHITNEY 4.2
134 W	4.05			11.15			s **9.21**	s 3.15	s 11.55AM		s 9.01	s 1.40		117.0	DN	LINCOLN 1.3
34 Spur											f			118.3		CLAYTON 2.7
38	4.30			11.45PM			9.27	3.25	f 12.03PM		f 9.10	1.52		121.0		EWING 3.8
32	4.55			12.02AM			f 9.32	f 3.33	s 12.09		s 9.18	2.04		124.8		SHERIDAN 3.3
138 W	**5.15**			12.40			s 9.36	s 3.41	s 12.15		s 9.26	s 2.15		128.1	D	WHEATLAND 6.1
103	**5.45**			1.05			9.46	f 3.55	f 12.25		f 9.40	**2.35**		134.2		OSTROM 6.6
Yard WOP	6.20		**6.45AM**	1.30AM			s 10.00	s 4.15	s 12.40		s 9.55	s 2.55		140.8	DNR	**MARYSVILLE** 1.0
Yard PIYF	6.25		6.50				10.03	4.19	12.43		10.00	3.00		141.8	Auto. Block	**BINNEY JUNCTION** W. P. Ry. Crossing. 2.9
112	**6.45**		7.00				10.08	4.24	f 12.48		f 10.07	3.05		144.7	Auto. Block	BERG 3.0
43	7.00		7.10				10.13	f **4.29**	f **12.58**		f 10.15	3.12		147.7		LOMO 2.1
8 Spur							f		f		f			149.8		SUNSET 1.7
54 IP	7.18		7.30				f 10.18	s 4.40	s **1.06**		s 10.22	s 3.20		151.5	D	LIVE OAK S. N. R. R. Crossing 4.4
5 Spur											f			155.9		FAGAN 2.1
120	7.50		8.10				s 10.28	s 4.55	s 1.18		s 10.35	s 3.35		158.0	DN	GRIDLEY 3.4
49 W	8.10		8.45				s 10.34	s **5.03**	s 1.27		s 10.42	s 3.43		161.4	D	BIGGS 2.7
5 Spur											f			164.1		RICETON 3.3
49			9.15				f 10.46	s 5.17	s 1.38		s **10.54**	f 3.57		167.4		RICHVALE 4.1
119	9.00		**9.35**				f 10.56	s 5.26	s 1.46		s 11.04	4.07		171.5		NELSON 6.6
49	9.33		10.00				f 11.08	s 5.42	s 2.00		s 11.18	s 4.23		178.1	D	DURHAM 3.8
9 Spur									f		f			181.9		FAULKNER 2.3
Yard OYWF	10.05		11.10 11.45AM				s 11.20PM	s 6.00	s 2.15		s 11.35	s 4.40		184.2	DN	S. N. R. R. Crossing **CHICO** 4.9
7 Spur								6.10	2.25		f 11.45	4.50		189.1		GIMBAL 2.2
29			12.15PM					f 6.16	s 2.30		f 11.50	4.55		191.3		NORD 2.3
112	10.50		12.30					6.22	f **2.35**		f 11.55	5.00		193.6		ANITA 2.4
20								f 6.29	f **2.42**		f 11.59AM	5.05		196.0		CANA 2.6
8 Spur								6.34	f 2.48		f 12.05PM	5.10		198.6		SOTO 4.4
49 W	**11.53PM**		**1.45**					s 6.43	s 2.58		s 12.15	s 5.20		203.0	D	VINA 1.6
15			1.55					6.48	3.03		f 12.20	5.24		204.6		COPELAND 2.5
12 Spur									f		f			207.1		ENSIGN 0.9
8 Spur								f	f		f			208.0		BOHEMIA 1.7
48	12.05AM		**2.18**					s 7.00	s 3.12		s 12.30	s 5.33		209.7	D	LOS MOLINOS 2.0
120 PY	12.20	5.30PM	2.35			**11.30PM**		s 7.08	s 3.18	**2.10PM**	s 12.38	s 5.38	5.15AM	211.7	Auto. Block DNR	TEHAMA 2.1
Term Yard WFOPY	12.35AM	5.45PM	2.45PM			s 11.40PM		s 7.15PM	s 3.25PM	s 2.20PM	s 12.45PM	s 5.45AM	5.20AM	213.8	Auto. Block DNR	**GERBER**
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	**Arrive Daily**			(107.2)
Marysville Yard—See trains on page 10	(9.35) 11.20	(0.15) 8.00	(8.00) 9.41	(3.00) 11.44		(0.10) 12.60	(2.15) 34.48	(4.23) 24.53	(3.50) 27.95	(0.10) 12.60	(4.08) 25.92	(4.35) 23.22	(0.05) 25.20			........Time over District ....Average speed per hour

Time at Tehama applies at Junction Switch.

ADDITIONAL STOPS ON SIGNAL.
No. 16 at any station to receive passengers for Portland and points beyond.
No 28 Macrae, Brock, Hess, Sativa. Vecino and Second Street, Tehama.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Additional Stations: Andora Spur Mile Post 107.9:—Macrae 110.2; Brock 122.6; Jester Spur 125.4; Hess 131.0; Rupert Spur 138.9; Sativa 165.2; Vecino 186.6.

TOWARD SAN FRANCISCO.

Westward.

Time Table No. 2

June 1, 1919

	STATIONS	Distance from Gerber	FIRST CLASS								SECOND CLASS	THIRD CLASS	FOURTH CLASS		
			53	29	47	21	15	27	43	13		221	227	225	229
			Oregonian	Davis Sacramento Passenger	El Dorado	The Statesman	California Express	Sacramento Passenger	Sacramento San Fran'co Passenger	San Francisco Express		Portland Fast Freight	Way Freight	Way Freight	Way Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday
	SACRAMENTO	125.0			8.05AM	3.00PM		6.35PM		4.30AM					
DN	**ROSEVILLE** 6.2	107.2			s 7.32AM	s 2.23PM		s 6.00PM		s 3.52AM		10 00PM			8.45PM
	WHITNEY 4.2	101.0			f 7.23	f 2.10		f 5.47		3.35		9.38			8.15
DN	LINCOLN 1.3	96.8			s 7.17	s 2.01		s 5.38		3.23		**9.21**			7.45
	CLAYTON 2.7	95.5						f							
	EWING 3.8	92.8			7.10	f 1.52		f 5.30		3.10		8.45			6.55
	SHERIDAN 3.3	89.0			f 7.05	s 1.44		f 5.22		2.59					6.35
D	WHEATLAND 6.1	85.7			s 7.00	s 1.38		s **5.15**		2.50		8.20			6.15
	OSTROM 6.6	79.6			f 6.50	f 1.27		f 5.00		**2.35**		7.50			**5.45**
DNR	**MARYSVILLE** 1.0	73.0			s **6.40**	s 1.15		s 4.45		s 2.20		7.15	1.45PM		5.15PM
Auto Block	**BINNEY JUNCTION** W. P. Ry. Crossing 2.9	72.0			**6.35**	1.08		4.40		2.07		7.00	1.40		
	BERG 3.0	69.1			f 6.31	f 1.04		f 4.35		2.02		**6.45**	1.30		
	LOMO 2.1	66.1			f 6.26	f **12.58**		f **4.29**		1.55			1.20		
	SUNSET 1.7	64.0			f	f		f							
D	LIVE OAK S. N. R. R. Crossing 4.4	62.3			s 6.20	s **12.46**		s 4.20		f 1.47		6.10	**1.06** **12.46**		
	FAGAN 2.1	57.9						f							
DN	GRIDLEY 3.4	55.8			s 6.11	s 12.35		s 4.06		s 1.34		5.45	12.05PM		
D	BIGGS 2.7	52.4			s 6.05	s 12.23		s 3.58		s 1.25		**5.03**	11.45AM		
	RICETON 3.3	49.7						f							
	RICHVALE 4.1	46.4			f 5.54	s 12.09		s 3.45		1.12			**10.54**		
	NELSON 6.6	42.3			f 5.45	s 12.01PM		s 3.38		1.03		4.25	**9.35**		
D	DURHAM 3.8	35.7			s 5.35	s 11.49AM		s 3.25		f 12.50		3.50	9.15		
	FAULKNER 2.3	31.9						f							
DN	S. N. R. R. Crossing **CHICO** 4.9	29.6			5.25AM	s **11.35**		s 3.15		s 12.35		3.30	8.45		
	GIMBAL 2.2	24.7				11.24		f 2.57		12.22					
	NORD 2.3	22.5				s 11.20		f 2.52		12.17			8.15		
	ANITA 2.4	20.2				f 11.16		f **2.47**		12.12		**2.47** **2.30**	8.00		
	CANA 2.6	17.8				f 11.12		f **2.42**		12.07			7.50		
	SOTO 4.4	15.2				f 11.08		f 2.37		12.02AM					
D	VINA 1.6	10.8				s 11.00		s 2.30		f **11.53**PM		**1.45**	7.30		
	COPELAND 2.5	9.2				10.56		f 2.27		11.47			7.25		
	ENSIGN 0.9	6.7				f		f							
	BOHEMIA 1.7	5.8				f		f							
D	LOS MOLINOS 2.0	4.1				s 10.48		s **2.18**		f 11.37		1.18	7.10		
Auto Block DNR	TEHAMA 2.1	2.1	3.15AM	s 6.50AM		s 10.43	s 11.35AM	s **2.10**	s 3.40PM	s **11.30**		1.10	7.00	7.40PM	
DNR	**GERBER**	0.0	3.10AM	**6.45**AM		10.35AM	11.30AM	2.05PM	3.35PM	11.20PM		1.00PM	**6.50**AM	7.30PM	
	(107.2)		Leave Daily	Leave Daily	**Leave Daily**	Leave Daily	Leave Daily	Leave Daily	**Leave Daily**	Leave Daily		Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday
	Time over District Average speed per hour		(0.05) 25.20	(0.05) 25.20	(2 07) 36.66	(3.48) 28.21	(0.05) 25.20	(3 55) 27.37	(0.05) 25.20	(4.32) 23.79		(9.00) 11.92	(6.55) 10.55	(0 10) 12.60	(3.30) 12.07

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL
- No. 13 Any station To discharge passengers from Portland or points beyond.
- No. 27 Second Street Tehama, Vecino, Sativa, Hess, Brock and Macrae

Time at Tehama applies at Junction Switch.

Marysville Yard see page 10.

Additional Stations: Andora Spur Mile Post 107.9:—Macrae 110.2; Brock 122.6; Jester Spur 125.4; Hess 131.0; Rupert Spur 138.9; Sativa 165.2; Vecino 186.6.

Eastward.

FROM SAN FRANCISCO

Time Table No. 2

June 1, 1919

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS		SECOND CLASS			FIRST CLASS			Distance from San Francisco		STATIONS
	226	232	268	542	536	44	30	54			
	Way Freight	Knights Landing Way Freight	Hamilton Mixed	Oroville MOTOR	Marysville MOTOR	Gerber Passenger	Gerber Passenger	Oregonian			
	Leave Daily Ex. Sunday	Lv. Monday, Wednesday and Friday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
WFTYOP	6.00AM	3.00AM		5.45PM	7.10AM	7.00PM Use Western Division Time Table	9.45AM Sacramento	to Davis.	88.3		**SACRAMENTO** 13.2
Terminal Yard WYP	7.00AM	3.40AM		6.30PM	7.40AM	8.10PM	10.25AM	1.50AM	75.6	DNR	**DAVIS** 5.1
49	7.23	3.50		f 6.45	f 7.50	f 8.20	f 10.34	2.01	80.7		MERRITT 2.5
20	7.35	3.55		f 7.00	f 7.55	f 8.24	f 10.39	2.05	83.2		MULLEN 1.7
68 TPW	7.45 8.10	4.00AM		s 7.05PM	s 8.00AM	s 8.30	s 10.45	s 2.10	84.9	DR	**WOODLAND** S. N. R. R. Crossing 4.3
30 Spur						f	f		89.2		ELVATON 0.7
30	8.25					s 8.40	s 10.55	2.18	89.9	D	YOLO 2.2
14 Spur						f	f		92.1		DUFOUR 1.6
6 Spur						f	f		93.7		RONDA 2.1
43	8.45					f 8.50	s 11.06	2.27	95.8	D	ZAMORA 2.2
20	9.00					f 8.54	f 11.10	2.31	98.0		BRETONA 5.2
38 WP	9.37					s 9.04	s 11.20	2.39	103.2	D	DUNNIGAN 3.2
43	9.51					f 9.10	f 11.27	2.45	106.4		HERSHEY 1.9
237 YP	9.55					f 9.14	f 11.30	2.49	108.3		**HARRINGTON** 5.2
49	10.20					s 9.23	s 11.40	2.57	113.5	D	ARBUCKLE 4.1
35 W	10.35					f 9.30	f 11.47	3.04	117.6		GENEVRA 0.9
15	10.40					f 9.32	f 11.49	3.06	118.5		MACY 5.7
57	11.05					s 9.40	s 11.58AM	f 3.16	124.2	D	WILLIAMS 4.9
49	11.30					f 9.48	f 12.05PM	3.26	129.1		CORTENA 3.9
50 W	11.45AM					s 9.55	s 12.12	3.34	133.0	D	MAXWELL 5.3
47	12.23PM					f 10.04	f 12.23	3.44	138.3		DELAVAN 3.8
40	1.10					f 10.10	s 12.30	3.52	142.1		NORMAN 2.2
36	1.25					f 10.14	f 12.36	3.57	144.3		LOGANDALE 5.6
64 WFY	2.00		7.50AM			s 10.25	s 12.55	4.12	149.9	DNR	**WILLOWS** 3.3
14	2.15		f 8.05			f 10.30	f 1.03	4.18	153.2		LYMAN 3.6
48	3.00		s 8.25			f 10.36	s 1.10	4.25	156.8	D	ARTOIS 3 9
62	3.15		f 8.45			f 10.43	f 1.18	4.31	160.7		GRAPIT 1.3
36	3.25		f 8.50			f 10.45	f 1.21	4.33	162.0		GREENWOOD 3.4
45 PW	3.45		s 9.15			s 10.50	s 1.28	4.38	165.4	Automatic Block DR	ORLAND 1.6
42 PY	4.18		s 9.25AM			f 10.53	f 1.32	4.41	167.0		**WYO** 2.0
16	4.25					f 10.57	f 1.35	4.45	169.0		MALTON 4.4
30	4.40					f 11.05	s 1.44	4.51	173.4		KIRKWOOD 5.1
51	5.00					s 11.15	s 1.55	5.01	178.5	D	CORNING 3.1
49	5.15					f 11.21	s 2.02	5.07	181.6		RICHFIELD 4.7
120 YP	5.30PM					s 11.30PM	s 2.10PM	s 5.15AM	186.3	DNR	**TEHAMA**
	Arrive Daily Ex. Sunday	Ar. Monday, Wednesday and Friday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(110.7)
	(10.30)	(0.20)	(1.35)	(0.35)	(0.20)	(3.20)	(3.45)	(3.25)			.... Time over District
	10.54	27.90	10.80	15.65	27.90	33.21	29.52	32.40			.... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. No. 54 Arbuckle, Williams, Willows, Orland and Corning to receive passengers for Portland and points beyond.
No. 44 and 30 Coyle.

Time at Tehama applies at Junction Switch.

ADDITIONAL STATIONS:—Coyle, 109.2. Riz. 146.0.

TOWARD SAN FRANCISCO

Westward.

Time Table No. 2 June 1, 1919		Distance from Tehama	FIRST CLASS				SECOND CLASS			THIRD CLASS	FOURTH CLASS
			53	**29**	**15**	**43**	**541**	**539**	**269**	**225**	**233**
			Oregonian	Davis Sacramento Passenger	California Express	Sacramento San Francisco Passenger	Sacramento MOTOR	Sacramento MOTOR	Willows Mixed	Way Freight	Knights Landing Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Ex. Monday	Ar. Tues., Thurs. Sat.
	SACRAMENTO 13.2	123.9	9.05AM Use Western	11.30AM Division	3.50PM Time Table	8.00PM Davis to Sacramento	9.05AM	8.00PM		6.50AM	1.20PM
DNR	**DAVIS** 5.1	110.7	s 6.25AM	s 11.00AM	s 3.15PM	s 7.20PM	s 8.30AM	s 6.58PM		6.00AM	12.01PM
	MERRITT 2.5	105.6	6.09	f 10.44	3.04	f 7.08	f 8.20	f 6.45		5.30	11.42AM
	MULLEN 1.7	103.1	6.04	f 10.39	2.59	f 7.00	f 8.14	f 6.35			11.35
DR	**WOODLAND** S. N. R. R. Crossing. 4.3	101.4	6.00	s 10.35	s 2.55	s 6.55	8.10AM	6.30PM		5.00	11.30AM
	ELVATON 0.7	97.1		f		f					
D	YOLO 2.2	96.4	5.49	s 10.25	2.46	s 6.45				4.30	
	DUFOUR 1.6	94.2		f		f					
	RONDA 2.1	92.6		f		f					
D	ZAMORA 2.2	90.5	5.39	s 10.13	2.37	s 6.35				4.00	
	BRETONA 5.2	88.3	5.35	f 10.08	2.33	f 6.30				3.45	
D	DUNNIGAN 3.2	83.1	5.27	s 9.57	2.24	s 6.20				3.20	
	HERSHEY 1.9	79.9	5.22	f 9.51	2.18	f 6.13				3.00	
	HARRINGTON 5.2	78.0	5.19	f 9.47	2.14	f 6.10				2.49	
D	ARBUCKLE 4.1	72.8	5.11	s 9.36	s 2.05	s 6.00				2.15	
	GENEVRA 0.9	68.7	5.05	f 9.27	1.58	f 5.51				1.40	
	MACY 5.7	67.8	5.03	f 9.25	1.56	f 5.49				1.30	
D	WILLIAMS 4.9	62.1	4.54	s 9.13	s 1.45	s 5.40				12.40	
	CORTENA 3.9	57.2	4.46	f 9.03	1.36	f 5.32				12.15AM	
D	MAXWELL 5.3	53.3	4.40	s 8.55	s 1.28	s 5.25				11.50PM	
	DELAVAN 3.8	48.0	4.31	f 8.43	1.17	f 5.15				11.25	
	NORMAN 2.2	44.2	4.24	f 8.35	s 1.10	f 5.08				11.05	
	LOGANDALE 5.6	42.0	4.20	f 8.30	1.05	f 5.04				10.55	
DNR	**WILLOWS** 3.3	36.4	4.12	s 8.20	s 12.55	s 4.55			s 12.30PM	10.25	
	LYMAN 3.6	33.1	4.06	f 8.05	12.45	f 4.46			f 12.20	10.00	
D	ARTOIS 3.9	29.5	4.00	s 7.55	12.38	s 4.40			f 12.10PM	9.45	
	GRAPIT 1.3	25.6	3.54	f 7.45	12.29	f 4.32			f 11.55AM	9.30	
	GREENWOOD 3.4	24.3	3.52	f 7.42	12.26	f 4.29			f 11.50	9.25	
Automatic Block DR	ORLAND 1.6	20.9	3.47	s 7.35	s 12.18	s 4.22			s 11.35	9.08	
	WYO 2.0	19.3	3.44	f 7.30	12.13	f 4.18			11.30AM	9.00	
	MALTON 4.4	17.3	3.40	f 7.26	12.10	f 4.15				8.50	
	KIRKWOOD 5.1	12.9	3.34	f 7.17	12.03PM	f 4.05				8.30	
D	CORNING 3.1	7.8	3.27	s 7.07	s 11.53AM	s 3.55				8.10	
	RICHFIELD 4.7	4.7	3.22	f 7.00	11.45	f 3.48				7.55	
DNR	**TEHAMA**	0.0	3.15AM	6.50AM	11.35AM	3.40PM				7.40PM	
	(110.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Lv. Tues., Thurs. Sat.
	Time over District		(3.10)	(4.10)	(3 40)	(3 40)	(0.20)	(0.28)	(1.00)	(10.20)	(0.31)
	Average speed per hour		39.69	26 57	30.19	30.19	27.90	19 92	17.11	10 88	18.61

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. No. 43—Coyle.
No. 15—Any Station to discharge passengers from Ashland and points beyond.

ADDITIONAL STATIONS:—Coyle, 109.2, Riz-146.0.

Time at Tehama applies at Junction Switch.

Eastward. FROM SAN FRANCISCO. | TOWARD SAN FRANCISCO. Westward.

Time Table No. 2

June 1, 1919

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS		SECOND CLASS						SECOND CLASS		FOURTH CLASS	
		234 Oroville Way Freight	232 Knights Landing Way Freight	542 Oroville MOTOR	536 Marysville MOTOR	Distance from San Francisco		STATIONS	Distance from Oroville	541 Davis and Sacramento MOTOR	539 Davis and Sacramento MOTOR	233 Knights Landing Way Freight	235 Oroville Way Freight
		Lv. Sunday, Wednesday and Friday only	Lv. Monday Wednesday and Friday	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Ar. Tuesday Thursday and Saturday	Ar. Sunday, Wednesday and Friday only
68	TPW		5.00AM	7.05PM	8.10AM	84.9	DR	**WOODLAND** 2.3	63.0	s 8.05AM	s 6.30PM	11.00AM	
16				f	f	87.2		GARIC 0.5	60.7	f	f		
23				f 7.15	f 8.18	87.7		PEART 1.7	60.2	f 7.59	f 6.18		
29	Spur			f	f	89.4		LAUGENOUR 0.7	58.5	f	f		
19				f 7.25	f 8.24	90.1		CURTIS 2.3	57.8	f 7.54	f 6.12		
4	Spur			f	f	92.4		CORANCO 1.6	55.5	f	f		
25	Spur		6.00	s 7.35	s 8.35	94.0	D	KNIGHTS LANDING 3.4	53.9	s 7.47	s 6.02	10.30	
2	Spur			f	f	97.4		BYPASS 7.8	50.5	f	f		
65				f 8.03	f 9.04	105.2		CHANDLER 2.3	42.7	f 7.22	f 5.40		
29				f	f **9.10**	107.5		MARCUSE 2.0	40.4	f 7.17	f 5.32	**9.10**	
4	Spur			f	f	109.5		WILSON 1.9	38.4	f	f		
19	W		**7.09**	s 8.22	s 9.19	111.4		TUDOR 1.0	36.5	s **7.09**	s 5.24		
8				f	f 9.21	112.4		ABBOTT 3.4	35.5	f 7.07	f 5.22		
31				f 8.32	f 9.28	115.8		OSWALD 1.9	32.1	f 7.00	f 5.15		
32				f 8.36	f 9.31	117.7		BOGUE 2.7	30.2	f 6.56	f 5.11		
19	I		**8.30**	s 8.45	s 9.36	120.4	D	YUBA CITY S. N. R. R. Crossing 1.4 W. P. R. R. Crossing	27.5	s 6.50	s 5.05	**8.30**	
Yard				s 8.50	s	121.8		E STREET, MARYSVILLE 0.6	26.1	s 6.45	s 5.00		
Yard	WOP	3.00AM	9.00AM	9.00 s 10.00	s 9.45 10.00	122.4	DNR	**MARYSVILLE** 1.0	25.5	s **6.40**	s 4.55 4.35	8.00AM	6.00AM
Yard	IFYP			10.05	10.05	123.4 122.7		**BINNEY JUNCTION** 3.8	24.6 25.2	**6.32**	4.27		
3	Spur			f	f	126.5		MELLO 4.2	21.4	f	f		
19				f 10.18	f 10.18	130.6		RAMIREZ 1.1	17.2	f 6.20	f 4.15		
8	Spur			f	f	131.7		MISSION 3.3		f	f		
15	P			s 10.26	s 10.26	135.0		HONCUT 6.6	12.9	s 6.13	s 4.05		
14				f 10.37	f 10.37	141.6		HEARST 0.9	6.3	f 6.02	f 3.53		
35	P			s 10.39	s 10.39	142.5		PALERMO 2.5	5.4	s 6.00	s 3.50		
27				f 10.44	f 10.44	145.0		VILLA VERONA 2.9	2.9	f 5.55	f 3.45		
Yard	WTP	4.15AM		s 10.50PM	s 10.50AM	147.9	DR	**OROVILLE**	0.0	5.50AM	s 3.40PM		4.45AM
		Ar. Sunday, Wednesday and Friday only	Ar. Monday Wednesday and Friday	Arrive Daily	Arrive Daily			(63.0)		Leave Daily	Leave Daily	Lv. Tuesday Thursday and Saturday	Lv. Sunday, Wednesday and Friday only
		(1 15)	(4.00)	(2.45)	(2.25)			Time over District		(2.15)	(2.30)	(3 00)	(1.15)
		20.40	9.37	22.90	26.06			Average speed per hour		28.00	25.20	12.50	20.40

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Howard Spur leading from Peart to Howard 1.9 miles.
Engines must not go on trestle, Swayne Lumber Co. Spur, Oroville.

Marysville Yard—See trains on pages 6 and 7.

Passenger trains will stop on flag at road crossing at Marcuse instead of opposite Hotel.

ADDITIONAL STOPS ON SIGNAL { Nos. 541, 542, 536 and 539, G Street, Marysville.
Saccarus, Vernon, Coulter, Lee, Messick, Coxlane and Baggett.

ADDITIONAL STATIONS:—Saccarus-Mile Post 89.7,-Vernon 98.7,-Coulter 101.8, Lee 102.7,-Messick 114.5, Coxlane 139.2,-Baggett 146.5.

Eastward. FROM SAN FRANCISCO. — TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants	THIRD CLASS	SECOND CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 2 June 1, 1919	Distance from Placerville	FIRST CLASS		SECOND CLASS		THIRD CLASS
	264 Way Freight Leave Daily Ex. Sunday		520 Fair Oaks and Placerville MOTOR Leave Daily	62 Fair Oaks and Placerville Passenger Leave Daily			STATIONS		61 Fair Oaks and Sacramento Passenger Arrive Daily		531 Fair Oaks and Sacramento MOTOR Arrive Daily		265 Way Freight Arrive Daily Ex. Sunday
WFTYOP	6.30AM		7.45AM	3.50PM	88.8	DNR	**SACRAMENTO** 0.5	59.9	s 10.05AM		s 5.15PM		1.50PM
					89.3		S. N. R. R. Crossing 0.3	59.4					
			7.50		89.6		JCT. SWITCH, R STREET 0.1	59.1					
					89.7		S. N. R. R. Crossing Western Pacific Cross ng 0.5	59.0					
					90.2		Central California Traction Crossing 0.6	58.5					
I	Via Elvas			Via Elvas	90.8		Western Pacific Crossing 1.2	57.9	Via Elvas		Via Elvas		Via Elvas
I					92.0		S. N. R. R. Crossing 0.3	56.7					
Yard			f 7.57		92.3		HOMESTEAD 2.4	56.4					
89 WP	6.50		s 8.05	s 4.05	94.7	DNR	**BRIGHTON** S. P. Crossing. 0.8	54.0	s 9.50		s 5.00		1.25
7 Spur			f	f	95.5		RAMONA 0.4	53.2			f		
29	6.55		f 8.08	s 4.08	95.9		PERKINS 1.6	52.8	s 9.46		f 4.56		1.15
9			f	f	97.5		MANLOVE 1.4	51.2	f		f		
81	7.05		f 8.16	s 4.13	98.9		MAYHEW 1.8	49.8	s 9.40		f 4.50		12.50
8			f	f	100.7		ROUTIER 0.9	48.0	f		f		
22	7.20		s 8.22	s 4.18	101.6	DR	MILLS 1.8	47.1	s 9.35		s 4.45		12.35
35	7.30		f 8.28	f 4.21	103.4		CORDOVA 1.0	45.3	f 9.32		f 4.41		12.20
35	7.35 8.20		s 8.32 8.50	s 4.25	104.4	R	**CITRUS** 3.0	44.3	s 9.30 9.17		4.38 s 4.25		12.15PM 11.20AM
18	8.32		f 9.00	f 4.33	107.4		NIMBUS 0.9	41.3	f 9.11		f 4.14		11.05
31			f 9.08	f	108.3		ALDER CREEK 1.8	40.4	f 9.08		f		
25	8.40		f 9.13	f 4.39	110.1		NATOMA 1.0	38.6	f 9.03		f 4.09		10.52
25 WY	8.50 10.45		s 9.20	s 4.50	111.1	DR	**FOLSOM** 6.9	37.6	s 9.00		s 4.05		10.45
9	11.08		f 9.39	f 5.07	118.0		WHITE ROCK 5.1	30.7	f 8.42		f 3.42		10.25
9 Spur	11.25		f 9.52	f 5.21	123.1		COTHRIN 3.0	25.6	f 8.30		f 3.33		10.10
15	11.40		s 10.00	s 5.30	126.1	D	LATROBE 1.5	22.6	s 8.24		s 3.28		10.00
4 Spur			f	f	127.6		FLONELLIS 0.2	21.1	f		f		
3 Spur					127.8		SWIFT 0.3	20.9					
9 Spur	11.50		f 10.05	f 5.37	128.1		BRELA 1.7	20.6	f 8.19		f 3.24		9.25
6 Spur	11.59AM		f 10.10	f 5.41	129.8		BRANDON 1.6	18.9	f 8.15		f 3.20		9.20
6	12.05PM		f 10.14	f 5.45	131.4		DUGAN 0.3	17.3	f 8.12		f 3.17		9.15
4 Spur			f	f	131.7		BULLARD 1.8	17.0	f		f		
7 Spur			f	f	133.5		LIMESTONE 0.5	15.2	f		f		
2 Spur	12.15		f 10.20	f 5.52	134.0		BENNETT 2.9	14.7	f 8.06		f 3.11		9.00
27	12.35		s 10.28	s 6.02	136.9		SHINGLE SPRINGS 3.5	11.8	s 8.00		s 3.05		8.40
6 Spur	12.50		f 10.36	f 6.11	140.4		CUMMINGS 2.3	8.3	f 7.52		f 2.57		8.20
32	1.00		s 10.44	s 6.17	142.7		EL DORADO 2.3	6.0	s 7.46		s 2.51		8.02
23	1.15		s 10.50	s 6.25	145.0	D	**DIAMOND SPRINGS** 2.7	3.7	s 7.40		s 2.45		7.40
6 Spur					147.7		APEX 1.0	1.0					
Yard W1	1.30PM		s 11.00AM	s 6.35PM	148.7	DR	**PLACERVILLE**	0.0	7.30AM		2.35PM		7.10AM
	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily			(59.9)		Leave Daily		Leave Daily		Leave Daily Ex. Sunday
	(7.00)		(3.15)	(2.45)			Time over District		(2.35)		(2.40)		(6.40)
	12.19		18 44	21.78			Average speed per hour		25.36		24.45		8.98

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.

For Fair Oaks Branch trains, see page 12.

For trains of the Sacramento-Walnut Grove line, Sacramento and Junction Switch R Street, see page 12. Water—One mile east of Dugan.

ADDITIONAL STATIONS:—Winery,—Mile Post 91.3,—East Lawn 93.0,—Brown 97.0,—Alden 98.0,—Bradshaw 99.8,—Boyd 100.3,—Soudan 103.7,—Salsbury 105.2,—Carpenter 114.5,—Maltby 119.4,—Harvey 121.7

ADDITIONAL STOPS ON SIGNAL.	
	All trains Soudan, Maltby, Harvey, Bradshaw, Salsbury, Alden and Carpenter.
	No. 520, Third, Tenth, Twenty-first and Twenty-eight Streets, Sacramento and East Lawn.
	Nos. 531 and 520 Boyd.

Eastward. FROM SAN FRANCISCO

TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS		FIRST CLASS			Distance from San Francisco		Time Table No. 2 June 1, 1919	Distance from Fair Oaks				FOURTH CLASS	
		272	270	512	66	504					503	67	511	271	273
		Way Freight	Way Freight	Fair Oaks MOTOR	Fair Oaks Passenger	Fair Oaks MOTOR					Fair Oaks MOTOR	Fair Oaks Passenger	Fair Oaks MOTOR	Way Freight	Way Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
35	P	11.20AM	7.40AM	4.25PM	9.17AM	8.32AM	104.4	R	CITRUS	1.9	s 8.50AM	s 9.30AM	s 4.38PM	8.20AM	12.15PM
									1.0						
10	Spur			f	f	f	105.4		HOLLY	0.9	f	f	f		
									0.9						
15	PT	11.30AM	7.50AM	s 4.30PM	s 9.22AM	s 8.37AM	106.3	DR	FAIR OAKS	0.0	8.45AM	9.25AM	4.33PM	8.10AM	12.05PM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(1 9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(0.10) 11.40	(0.10) 11.40	(0.05) 22.80	(0.05) 22.80	(0.05) 22.80			Time over District Average speed per hour		(0.05) 22.80	(0.05) 22.80	(0.05) 22.80	(0.10) 11.40	(0.10) 11.40

Eastward. From San Francisco.

Toward San Francisco. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 2 June 1, 1919	Distance from Fruto	SECOND CLASS	FOURTH CLASS
			266					267	
			Fruto Mixed					Willows Mixed	
			Leave Daily Except Sunday			STATIONS		Arrive Daily Except Sunday	
64	WFY		1.50PM	149.9	DNR	WILLOWS	17.0	s 4.00PM	
						2.4			
7	Spur		f	152.3		LOSA	14.6	f	
						3.5			
20			f 2.10	155.8		KURAND	11.1	f 3.42	
						3.8			
10			f 2.22	159.6		MILLSHOLM	7.3	f 3.30	
						4.0			
9			f 2.37	163.6		ATHENA	3.3	f 3.15	
						3.3			
19	T		s 2.50PM	166.9	R	FRUTO	0.0	3.00PM	
			Arrive Daily Except Sunday			(17.0)		Leave Daily Except Sunday	
			(1.00) 17.00			Time over District Average speed per hour		(1.00) 17.00	

Eastward. From San Francisco.

Toward San Francisco. Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 2 June 1, 1919	Distance from Hamilton	SECOND CLASS	FOURTH CLASS
			268					269	
			Hamilton Mixed					Willows Mixed	
			Leave Daily Except Sunday			STATIONS		Arrive Daily Except Sunday	
42	PY		9.25AM	167.0		WYO	10.4	s 11.30AM	
						10.4			
30	W		s 9.55AM	177.4	DR	HAMILTON	0.0	11.00AM	
			Arrive Daily Except Sunday			(10 4)		Leave Daily Except Sunday	
			0.30) 18.29			Time over District Average speed per hour		(0.30) 18.29	

ADDITIONAL STATIONS: Cory Mile Post 168.8; Moda 172.2.

Eastward. FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO. Westward.

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.		THIRD CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 2 June 1, 1919	Distance from Walnut Grove	SECOND CLASS		FOURTH CLASS
		238	534	532					533	535	239
		Way Freight	Walnut Grove MOTOR	Walnut Grove MOTOR					Sacramento MOTOR	Sacramento MOTOR	Way Freight
		Leave Tues. and Friday Only	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Tues. and Friday Only
Terminal Yard	W.F.T.Y.O.P	4.30PM	4.15PM	7.30AM	88.8	DNR	SACRAMENTO	24.6	s 10.00AM	s 6.45PM	9.30PM
							0.5				
Yard					89.3		S. N. R. R. Crossing	24.1			
							0.3				
Yard	P	4.40	4.20	7.35	89.6		JCT. SWITCH R STREET	23.8	9.53	6.35	9.10
							2.2				
Yard		4.45	f 4.25	f 7.40	91.8		BATHS	21.6	f 9.48	f 6.30	9.05
							2.4				
60		4.50	f 4.30	f 7.45	94.2		DEL RIO	19.2	f 9.43	f 6.25	9.00
							3.3				
60		5.00	s 4.37	s 7.52	97.5		FREEPORT	15.9	s 9.33	s 6.16	8.50
							7.8				
66	P	5.57	s 4.55	s 8.10	105.3		HOOD	9.5	s 9.13	s 5.57	8.30
							4.0				
55		6.30	f 5.10	f 8.25	107.9		GLANN	5.5	f 9.01	f 5.46	7.50
							3.3				
No Siding		6.40	f 5.15	f 8.30	111.2		MOFUBA	2.2	f 8.55	f 5.40	7.40
							2.2				
61	PWY	6.50PM	s 5.20PM	s 8.35AM	113.4	DR	WALNUT GROVE	0.0	8.45AM	5.30PM	7.30PM
		Arrive Tues. and Friday Only	Arrive Daily	Arrive Daily			(24.6)		Leave Daily	Leave Daily	Leave Tues and Friday Only
		(2 20) 10.54	(1 05) 22.70	(1.05) 22.70			Time over District Average speed per hour		(1.15) 19.68	(1.15) 19.68	(2.00) 12.30

For Sacramento-Placerville trains via R Street, see page 11.

Time at Walnut Grove applies at Station building.

Telephone at Junction Switch R Street—Walnut Grove trains using main track from R Street to Sacramento passenger station will ask for instructions from Dispatcher regarding overdue first class trains.

Westward trains are superior to trains of the same class in opposite direction. See Rule 72.

ADDITIONAL STOPS ON SIGNAL. {All schedule trains at Front and M Streets, Pocket, Content, Cronin, Mosher, Acacia, Locke, Rosebud and Walnut Grove Wharf.

ADDITIONAL STATIONS: Charles Mile Post 93.0; Pocket 96.4; Content 98.9; Cronin 100.1; Mosher 100.9; Acacia 102.6; Rosebud 103.3; Locke and Walnut Grove Wharf 112.6.

SACRAMENTO YARD—INBOUND, VIA ELVAS.

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento Westward.

	Time Table No. 2 June 1, 1919		Distance from Brighton	5	13	24	256	47	9	33	61	19	254	122	1	265	286	32	23	21	531	27	124	221	38
				San Francisco Passenger	San Francisco Express	Tonopah Express	Sunset Manifest	El Dorado	Fast Mail	Sacramento Passenger	Sacramento Passenger	Pacific Limited	Ogden Manifest	Sacramento Passenger	Overland Limited	Way Freight	Way Freight	Sacramento Express	Tonopah Express	The Statesman	Sacramento MOTOR	Sacramento Passenger	Sacramento Passenger	Portland Fast Freight	Stockton Sacramento Passenger
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Except Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Automatic Block	DNR **SAC.** PASS. STA.	Double Track	6.0	4.05AM	4.30AM	7.00AM		8.05AM	8.55AM	9.15AM	10.05AM	10.25AM		12.40PM	1.30PM			2.30PM	2.45PM	3.00PM	5.15PM	6.35PM	6.10PM		9.55PM
	1.0																								
	12TH STREET		5.0													1.50PM	3.30PM							6.00PM	
	2.0																								
	ELVAS		3.0	3.55AM	4.20AM	6.50	8.30AM	7.55AM	8.45AM	9.05AM	9.55	10.10AM	11.10AM	12.30	1.20PM	1.35	3.20	2.17	2.35PM	2.50PM	5.05	6.25PM	6.00	5.45PM	9.45
	3.0																								
	DNR **BRIGHTON**		0.0			6.42AM	7.50AM				9.50AM		10.25AM	12.23PM		1.25PM	3.10PM	2.10PM			5.00PM		5.52PM		9.37PM
	(6.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Except Sunday	Leave Daily Ex Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

SACRAMENTO YARD—OUTBOUND, VIA ELVAS.

Trains moving from Sacramento to Elvas are Eastward and Elvas to Brighton Westward.

	Time Table No. 2 June 1, 1919		Distance from San Francisco	16	10	257	264	222	285	24	28	253	31	22	2	37	14	34	62	20	121	223	48	6
				Oregon Express	Express	Sunset Manifest	Way Freight	Portland Fast Freight	Way Freight	Tonopah Express	Sacramento Gerber Passenger	Ogden Manifest	Stockton San Francisco Passenger	Dunsmuir Passenger	Overland Limited	Stockton Passenger	Portland Express	Colfax Passenger	Placerville Passenger	Pacific Limited	Stockton Passenger	Tracy Freight	El Dorado	Atlantic Express
	STATIONS			Leave Daily	Leave Daily	Leave Daily	Lv. Daily Except Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Automatic Block	DNR **SAC.** PASS. STA.	Double Track	88.8	12.30AM	1.30AM					7.30AM	8.00AM		9.20AM	11.00AM	1.15PM	2.05PM	2.15PM	3.45PM	3.50PM	4.55PM	5.00PM		8.30PM	10.25PM
	1.0																							
	12TH STREET		89.8				6.30AM	8.30AM	7.25AM													7.30PM		
	2.0																							
	ELVAS		91.8	12.40AM	1.40AM	1.00AM	6.40	8.45AM	7.35	7.40AM	8.10AM	8.35AM	9.30	11.10AM	1.25PM	2.15	2.25PM	3.55PM	4.00	5.05PM	5.10	7.40	8.40PM	10.35PM
	3.0																							
	DNR **BRIGHTON**		94.8			1.25AM	6.50AM		7.50AM			8.45AM	9.35AM			2.20PM			4.05PM		5.15PM	7.55PM		
	(6.0)			Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Except Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

For trains running via R Street, see pages 11 and 12.

Time Table superiority of schedule trains and train order rights of all trains apply to end of double track at Brighton.

Eastward. FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward.

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	FIRST CLASS 600 Mixed	Distance from San Francisco		Time Table No. 2 June 1, 1919	Distance from Stirling City	SECOND CLASS 601 Mixed
	Leave Daily Ex. Sunday			**STATIONS**		Arrive Daily Ex. Sunday
Yard FYOW	7.00AM	184.2	DN	**CHICO**	31.2	s 2.40PM
				2.4		
No Siding	f	186.6		S. N. R. R. Crossing	28.8	f
				1.7		
No Siding	f	188.3		BUTTE CREEK	27.1	f
				1.0		
		189.3		DREDGE	26.1	
				3.3		
18	f	192.6		CROUCH	22.8	s
				4.0		
No Siding	f	196.6		OAKDALE FARMS	18.8	f
				1.6		
21 W	s 8.05	198.2		PARADISE	17.2	s 1.27
				1.4		
2 Spur	f	199.6		OSTRANDER	15.8	f
				0.6		
2 Spur	f	200.2		WAGSTAFF	15.2	f
				2.0		
3 Spur	f	202.2		OPTIMO	13.2	f
				1.0		
12	s 8.40	203.2		MAGALIA	12.2	s 12.53
				0.7		
7 Spur	f	203.9		MARTIN	11.5	f
				2.3		
3	s 9.00	206.2		APPLETON	9.2	s 12.35
				0.9		
7 Spur	f	207.1		LUCE	8.3	f
				2.9		
10 (Spur) W	s 9.18	210.0		DOON	5.4	s 12.15PM
				5.4		
Yard Y	s 9.45AM	215.4	DR	**STIRLING CITY**	0.0	11.45AM
	Arrive Daily Ex. Sunday			(31.2)		Leave Daily Ex. Sunday

(2.45) ....Time over District.................... (2.55)
11.34 ....Average speed per hour.................... 10.69

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.

Emergency water supply, Stirling City. For main line trains see pages 6 and 7.
ADDITIONAL STOPS ON SIGNAL: Barber (Chico yard). Mile Post. 185.1—

"SAFETY FIRST"

SPECIAL INSTRUCTIONS.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD AND FOURTH CLASS TRAINS AND FOURTH CLASS TRAINS AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Sacramento, Telegraph Office, Twelfth Street, and Roundhouse.
Roseville, Yard Office and Roundhouse.

Colfax.
Blue Canon.
Truckee.
Sparks.
Gerber.
Willows.
Placerville.
Oroville.
Marysville.
Chico.

WATCH INSPECTORS.

H. T. Harger, Sacramento.
H. T. Harger, Roseville.
W. R. Adams, Sparks.
O. W. Halstead, Oroville.
P. Engle, Marysville.
W. Dupen, Chico.
Mrs. J. H. Hoever, Willows.
F. A. Barss, Placerville.
B. S. Witham, Colfax.

BULLETIN BOARDS.

Sacramento, Telegraph Office, Yard Office and Twelfth Street.

Roseville, Yard Office.
Colfax.
Blue Canon.
Summit.
Sparks.
Chico.
Gerber.
Truckee.
Marysville.
Willows.
And Roundhouses.

1 REGISTERING.

Nos. 53 and 54 register by ticket at Willows, Orland and Tehama, when operator on duty.

(a) Trains originating and terminating 12th Street at Sacramento, also eastward freight trains from Western Division, will register at 12th Street, Sacramento.

Freight trains register at Roseville yard office.

First class trains register by ticket at Roseville yard office.

First class trains of the Roseville-Gerber line register at Roseville Passenger Station.

(b) Trains originating and terminating at Chico will register at that station.

(c) At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register by registering ticket as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

REGISTERING—Concluded.

(d) Train register has been placed at Junction switch, Folsom:

Trains that are required to go to Folsom, will on return to the Junction register the same information as shown on register at Folsom station.

Trains originating and terminating at Folsom will register the same information on register at Junction as shown at Folsom station.

This for the information of trains passing this Junction that are not otherwise required to go to Folsom station.

2 CLEARANCES.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations except when operator is on duty.

(a) All trains will obtain Clearance Card (Form 2643) at Marysville, Colfax, Blue Canon, Truckee and Folsom when operator is on duty.

(b) Trains originating Sacramento, Twelfth Street, via Elvas-Brighton, proceed to Brighton without obtaining clearance card. Freight trains and light engines between Roseville and Sacramento, and freight trains and light engines to and from Western Division will obtain their clearance and orders at Telegraph Office, Sacramento.

3 USE OF "19" FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

(a) Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
(3) When issuing an order Form "G," Example 3.
(4) When giving a train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

(b) Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space where time is shown. Operator will retain carbon copy of clearance. This paragraph applies to territory outside of block signal limits also.

(c) Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

(d) When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

(e) Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

4 YARDS ARE ESTABLISHED AT THE FOLLOWING STATIONS:

SACRAMENTO.—Extend from 1,000 feet east of Benali to a point 4,000 feet west of Sacramento River Bridge, to a point 1,000 feet west of west switch at Brighton on Stockton Line via Elvas, to a point 1,000 feet east of east switch at Brighton on Placerville line via Homestead, to a point 18,673 feet east of Junction switch, R Street, on Walnut Grove Line.

(a) FOLSOM.—Extend to a point 1,000 feet west of west switch at Natoma to switch connecting to track to State Prison at Folsom and 1,000 feet east of Nagle Spur on Placerville Line

(b) WOODLAND.—Extend to a point 1,000 feet west of Mill Spur to a point 1,000 feet north of switch at Junction to Oroville and Willows Line.

(c) ORLAND.—Extend to a point 1,000 feet west of the switch at Alfalfa Spur, through Wyo and to a point 1,000 feet east of east switch at Wyo, and to a point 1,000 feet east of east switch on Hamilton Branch.

(d) WILLOWS.—Extend to a point 1,054 feet west of the west switch corral track to a point 1,000 feet east of the east switch to a point 1,000 feet east of the east switch of wye on Fruto Branch.

(e) CHICO.—Extend from a point 1,000 feet west of the west switch to a point 3,000 feet east of the east switch at Chico, to a point 1,000 feet east of east switch on Stirling City Branch

(f) MARYSVILLE.—Extend to 1,000 feet west of Rupert Spur to a point 1,000 feet east of Western Pacific crossing at Binney Junction, to a point 1.7 miles east of Binney Junction Switch on Oroville Branch, to a point 1,000 feet west of west switch of Cannery Track at Yuba City. This includes E and A Street cut-off.

g) GERBER.—(Shasta Div.) Extends 1,000 feet west of west switch Willows line and 1,000 feet west of west switch Chico line at Tehama.

(h) ROSEVILLE.—Extend to a point 1,000 feet west of west switch Antelope to a point 2,385 feet north of Andora switch on Gerber Line. to a point 1,000 feet east of east switch at Rocklin, on track 4 and to a point 1,000 feet east of cross-over on tracks 1 and 2.

(i) COLFAX.—Extend to a point 2,000 feet west of west switch and to a point 2,000 feet east of east switch.

(j) TRUCKEE.—Extend to a point 3,000 feet west of station and to a point 7,500 feet east of station.

(k) SPARKS (Salt Lake Div.)—Extend to a point one and one-half miles west of Reno.

Rules 93 and D-93 are revised as follows:

(l) "Within yard limits the main track may be used, protecting against first-class trains.

(m) ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL."

5 SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 50 miles per hour.

All trains with Mallet engines will reduce speed to 8 miles per hour and trains with other class of engines to 15 miles per hour when using cross-overs, turnouts and on sidings, and be under control through interlocking plants.

Between Loomis and Lawton.

(a) Freight trains must not exceed 20 miles per hour on curves and 25 miles per hour elsewhere.

Other trains with Mallet Mogul engines, 4200 class, and Mikado engines, must not exceed 28 miles per hour on curves, between Loomis and Truckee and 30 miles per hour on curves between Truckee and Lawton.

Other trains with Mallet consolidated 4000 class engines, 20 miles per hour on curves and 25 miles per hour elsewhere.

Other trains with other than 4000 and 4200 class engines, 28 miles per hour on curves of six degrees or over.

All Other Places on the Division.

(b) Trains must not exceed 30 miles per hour on ten degree curves.

Mallet Mogul engines 4200 to 4211, inclusive, consolidated engines, also Mikado engines, must not exceed speed limit of 40 miles per hour on any portion of division.

Eastward trains must not exceed a speed of 10 miles per hour between west switch and yard office at Sparks.

All trains reduce speed to 20 miles per hour over bridges, First and Fourth Crossings, Truckee River on No 2 track, and over Long Ravine bridges east of Colfax on Nos. 1 and 2 tracks.

Westward trains not exceed 8 miles per hour passing over cross-over at B C. junction.

(c) Trains and yard engines not exceed 6 miles per hour over crossing just east of Sacramento River Bridge, and over Lincoln Street Crossing Roseville.

(d) Trains must not exceed speed of 25 miles per hour over Feather River Bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

(e) Reduce speed to 12 miles per hour over long trestle east of Knights Landing.

(f) Engines backing up will not exceed a speed of twenty miles per hour. This does not include Mallet engines.

(g) Motor cars backing up must not at any time exceed the speed of 20 miles an hour, and not exceed 10 miles an hour when backing up through yard limits and over highway crossings.

(h) Motor cars must not exceed speed of 25 miles per hour between M. P. 138 and Placerville.

(i) Trains must not exceed speed as shown on slow boards between Biggs and mile post 175.

(j) Passenger trains will not exceed 18 miles per hour; and other trains 15 miles per hour between Mile Post 191 and Stirling City; except that between Mile Posts 211 and 206 all westward trains must not exceed 12 miles per hour.

(k) On portions of the division not covered by special instructions, freight trains must not exceed a speed of 35 miles per hour.

	Passenger Trains with Passenger Engines	Freight	
Willows and Fruto	20	15	Miles per Hour
Folsom-Placerville	30	15	
Woodland and Marysville	30	20	
Marysville and Oroville	35	25	
Truckee and Lawton	40	25	
Truckee and Loomis	35	20	
Walnut Grove and Hamilton Branches	30	20	
Orland (between outside switches)	20	12	
Corning (between outside switches)	15	12	

Speed of trains regulated by ordinance through city limits:

Wheatland, Gridley, Lincoln, Rocklin, Sacramento, Willows, 15 miles per hour.

(l) Trains not exceed ten miles per hour over railroad crossing, Second Street, west of Yuba City Station.

(m) Westward trains will not exceed speed of twelve miles per hour while passing through Tunnels 33 and 34, just west of Cape Horn.

(n) "Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or piece of track over which speed of trains must not exceed fifteen miles per hour or rate of speed specified by bulletins, train orders, or slow boards."

(o) Westward freight trains will not exceed fifteen (15) miles per hour when passing eastward passenger trains on parallel track between Blue Canon and Long Ravine Bridge.

6 TRAIN AND AIR INSPECTION.

PASSENGER TRAINS.—Rear end brake and air signal test must be made by trainmen at SUMMIT, BLUE CANON, STIRLING CITY and PLACERVILLE; also at any other point where brake pipe has been separated. Test to be made just prior to leaving.

(a) **FREIGHT TRAINS.**—Rear end brake test must be made by trainmen at SUMMIT, BLUE CANON, STIRLING CITY and PLACERVILLE; also at any other point where brake pipe has been separated. Test to be made just prior to leaving.

(b) **ALL TRAINS.**—Test to be made as follows: Engineers make a reduction from brake valve then sound one blast of the steam whistle, of sufficient length and volume only to reach the rear of the train, will be notice to trainmen that enginemen are ready for air brake test to be made.

(c) Trainmen will then make a service reduction of brake pipe pressure, from the last car, of not less than twenty pounds. Engineer on the lead engine will, with brake valve on lap, watch for fall of pressure on air gauge to indicate that air has been applied; after which brakes will be released in the usual manner.

(d) ON PASSENGER TRAINS, when a stop is made, and not before, trainmen will turn down retainers, one man working from head end, and another from the rear, until they meet; then immediately turning them up on return movement.

(e) Engineer will release the train brakes as soon as stop is made.

When all retainers have been turned down, rear brakeman will notify the engineer by one blast of the signal whistle.

(f) All available retainers on passenger and freight trains will be used as follows:
Eastward trains, Summit to Truckee.

(g) Westward trains,
Summit to Long Ravine Bridge.
New England Mills to Loomis.
Stirling City to Butte Creek.

(h) Cars will not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

(i) Two engines must not be coupled together on Stirling City branch. Helper engines must be cut back in train.

(j) Between Roseville and Tehama, and between Sacramento and Tehama, after making a continuous run of twenty (20) miles freight trains must be stopped and inspection made of running gear, wheels, etc.

Between other points on division after making a continuous run of thirty (30) miles, freight trains must be stopped and inspection made of running gear, wheels, etc., as per Rule 820.

(k) Employees using siding must look for derails, and know that they are in proper position before and after using them.

(l) Freight trains on descending grade will make a stop of ten minutes at the following stations, where trainmen will make a careful inspection of all cars and permit wheels to cool:

Floriston.
Andover.
Summit.
Spruce.
Crystal Lake.
Blue Canon.
Towle.
Colfax.
Flint.
Latrobe.

Westward freight trains, 5 minutes at Midas.

(m) All eastward and westward freight trains will make running test of the airbrakes before pitching over grade at Summit. To avoid breaking train in two it must be brought to a stop after air brake test has been made. If engineer fails to make the stop, trainmen will do so by applying air from rear of train and report the occurrence by wire.

(n) All westward freight trains before entering Tunnel 6 will make a stop. After stopping, engineer will make a service brake pipe reduction of 15 pounds lapping the brake valve, then call for the plug. After receiving same charge brake pipe to maximum pressure, then proceed.

(o) **Westward trains except passenger trains stop 5 minutes at Doon, 10 minutes at Paradise and Crouch for inspection and cooling wheels. Passenger trains stop at Paradise 5 minutes to cool wheels.**

(p) Retainers on cars set out in territory where they are used, must be turned down by incoming crew. This does not relieve outgoing crews from ascertaining that retainers are in proper position.

(q) Conductors will report to Superintendent by wire any failure to properly control train by air brakes, and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute test of all retainers. The list then to be forwarded to Superintendent by mail.

(r) Whenever a train handles badly on a descending grade, the conductor will wire the car repairers at the terminal, stating the trouble as near as he can, in order to give carmen a chance to investigate on arrival of the train.

(s) Light engines on descending grades will stop at regular freight train inspection stations for inspection of engine and to permit heat of tires to equalize with wheel centers to avoid tires slipping.

(t) Air whistle signal will be used in making running test leaving Roseville yard on westward passenger trains to afford enginemen opportunity to devote their entire attention to track ahead.

SPECIAL INSTRUCTIONS--Continued.

7 AUTOMATIC SIGNALS.

Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On **SINGLE TRACK.** Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position, and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

On **DOUBLE TRACK,** a train may proceed immediately running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

(a) A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

(b) When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

(c) When a train which is to take siding at meeting or passing point finds home signal other than interlocking in stop position on account of train to be met or passed standing on the main track, it may pass the home signal without stopping, when a brakeman or switch tender is at the home signal giving proceed signal to indicate that switch is open, and enter siding at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

(d) When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

(e) When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

(f) Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

(g) Within block signal limits that portion of rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled."

(h) **When using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over. This regulation does not apply within yard limits.**

(i) On No. 1 track between Newcastle and Loomis, automatic block signal rules governing trains on single track will apply.

(j) When trains are stopped by automatic block signals No. 1158 west of Lincoln, No. 1173 east of Lincoln, No. 1280 west of Wheatland or No. 1291 east of Wheatland, stop, then proceed under control not exceeding six miles per hour to signal governing opposite direction.

(k) Distant signals only are operated at Andora, Whitney, Ewing, Sheridan, Ostrom, Marysville and Yuba City; these signals indicate caution position when switch is open or train occupies main track between signal and switch, or when train on siding is not into clear.

(l) When signal 889 and 901, in Sacramento yard, indicates "stop," trains will not proceed until signal has changed to "proceed" or until hand signals are given by switchtender. In foggy or stormy weather, flagman must be sent in advance of train when signal indicates "stop."

(m) Three-arm automatic block signal on No. 2 track at junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signal govern the use of No. 2 track. The lower home signal will clear only when No. 4 track is clear and switch lined up for movement to Loomis on No. 4 track.

(n) Caution disc signals located 2000 feet east of east switch and 2000 feet west of west switch at Midas and 2000 feet east of east switch at Gold Run and on signal pole 1530 near west switch Gold Run, controlled by operators, will govern movement of trains as follows:

When showing yellow disc or yellow light; take siding.

When showing white disc or green light; proceed if train orders or schedule permit.

(o) **Disc signal located** on bridge of **overhead signals east end of Truckee yard govern westward trains.**

Normal indication white disc or white light.

If disc shows blue or a blue light it indicates consult with operator on telephone before entering yard.

(p) Brighton switch located 150 feet east of railroad crossing at Brighton, on Placerville Branch, will be lined for movement via Elvas. The upper arm of signal 947 governs movement to Elvas. The lower arm governs movement to R Street.

(q) Junction switch at Tehama will be normally lined for movement for Oregon main line, to and from Chico; top arm signal 2119 will govern by way of Chico; lower arm will govern west side.

Normal indication of signal 2118 will be "Proceed"; normal position of signal 2116 will be "Stop."

Trains from west side will not pass Signal 2116 until junction switch is lined for west side and signal indicates proceed.

8 INTERLOCKING PLANTS.

In setting out or picking up cars or switching in limits of interlocking plants, cars must not be cut from forward portion of train until they have been brought to a stop.

(a) **SACRAMENTO RIVER BRIDGE.—The home signal at the west end of bridge governing movement of eastward trains will stand normal position at stop and will be cleared on approach of eastward trains when circuit is clear. The home signal on the east end of bridge will stand normal position proceed. This interlocking plant is for protection of drawbridge and not for railroad crossing which is located at the east end of bridge.**

(b) Trains must not stop on draw-bridge at Sacramento.

(c) **SNOD GRASS SLOUGH.**—Draw-bridge located approximately two (2) miles west of Walnut Grove, on Walnut Grove Branch, interlocked.

When signal indicates **STOP,** trains must not move over draw-bridge, until flagman has preceded the train and ascertained that bridge is closed and track safe, between these two signals.

(d) **ELVAS.—The home signals at the approaches do not in all cases govern through entire interlocking limits, as each home signal in the proceed position only entitles train to move to the next home signal, which may be reached before passing out of interlocking limits. Dwarf signals or short blades on three-arm signals are provided for each route not governed by a home signal and govern only to the next home or dwarf signal in advance.**

Trains from Sacramento to Brighton will be governed by lower and trains from Sacramento to Roseville by upper signal. From Roseville to Sacramento by upper, and from Roseville to Brighton by lower signal. From Brighton to Sacramento by upper, and from Brighton to Roseville by lower signal.

Last paragraph Rule 630 is amended permitting towerman at Elvas to give signals from tower instead of ground.

Whistle signal governing different routes as follows:

To Roseville, one long and one short, ——— o.
To Sacramento, two long and one short, ——— ——— o.
To Brighton, two long and three short, ——— ——— o o o.
To siding, three short and two long, o o o ——— ———.
To third track, one long, one short, one long, ——— o ———.
To spur, one short, one long, o ———.

(e) **NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific, all derails on approaches to the crossing and switches leading to transfer track and to industry track are operated from the tower. The top arm of the signals located one hundred (100) feet from the main track derails govern the use of main track.**

The lower arm of the high signals governs the use of the transfer and industry tracks.

Trains wishing to use industry or transfer tracks will give one long, one short and one long rings on push button located on home signal cases.

(f) **HOMESTEAD.**—At crossing of 'R' Street line with Sacramento Northern Railroad. Derails and approaches to the crossing and switches leading to Libby McNeill siding, stock corral spur and east end of Pacific Gas & Electric Company siding, are operated from the tower.

Upper arm of the high signals located one hundred (100) feet from main track derails governs the main track.

Lower arms of high signals govern entrance to industry tracks.

Trains wishing to use stock corral track or east end of Pacific Gas & Electric Company siding, will give one long, one short and one long rings on push button.

Libby McNeill siding, one long and one short rings.

Main track, one ring.

(g) **NINTH STREET TOWER, MARYSVILLE.**—Crossing Western Pacific and Woodland-Oroville Branch.

(h) **BINNEY JUNCTION TOWER.**—Junction with Oroville Branch and crossing Western Pacific R. R. Whistle signals governing routes:

Main Track to or from Gerber—one long, one short: ——— o.
Main Track to or from Oroville Branch—two long, one short: ——— ——— o.
Siding to or from Gerber—one short, one long: o ———.
Siding to or from Oroville Branch—three long, one short: ——— ——— ——— o.
Siding to or from west leg of wye—three short, two long: o o o ——— ———
Main Track to or from west leg of wye—two long, three short: ——— ——— o o o.
Main Track to or from east leg of wye—one long, one short, one long: ——— o ———.
To Spur—one short, two long: o ——— ———.

(i) **LIVE OAK TOWER.**—Crossing with Sacramento Northern Railroad, located one-half mile east of Live Oak. Eastward trains, when standing on main track to meet opposing trains at Live Oak, will stop west of east house track switch to avoid holding tower signal against opposing trains.

(j) **WOODLAND** —All derails on approaches to crossing of Sacramento Northern Railroad, and switches leading from main track to house track and siding and switch from siding to Knights Landing line, controlled by this tower. Top arm on high signal, located 50 feet from derail, governs use of main track; lower arm on westward high signal governs entrance to siding or house track. Dwarf signals govern other movements.

The following whistle signals will be used:

For Tehama to or from siding—one long, one short: ——— o.
For Tehama to or from house track—two long, one short: ——— ——— o.
For Knights Landing to or from siding—one long, one short, one long: ——— o ———.

9 STAFF RULES.

The Train Staff system is in operation between Truckee and B. C. Junction All stations with sidings within these limits are train staff stations. Should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary send flagman ahead to note position of signals.

(a) **At staff stations between B. C. Junction and Champion, inclusive, the initial switch at each end of siding is connected with signals, approaching it, so as to give stop indication when switch is not properly lined up.**

At a distance of approximately fifteen hundred feet from extreme switches at each staff station a distant signal (disc) is located, which is used in connection with the home signal, and the extreme switches to regulate the approach thereto.

Two disc signals, home (top) pertaining to the occupancy of the main track, and distant (lower) pertaining to the staff for the next block, are placed on one post at each end of siding at staff stations except at Champion and Fulda.

(b) **At Champion and Fulda—Staff signal indications are given by means of light signals located at the extreme switches of the sidings. Indications are as follows:**

Red Light—Take siding.
Yellow Light—Proceed on main track to the staff crane.
Green Light—Proceed-staff in crane.
No Light—Send flagman to office for instructions.

(c) **If the distant signal shows yellow disc and yellow light indicating "caution" and the home signal shows red disc and red light indicating "stop," train must stop and take siding. When doing so, train must be under control and staff retained, as per Rules 429, 453 and 465.**

(d) **If distant signal indicates caution, and the home signal indicates proceed, train will proceed cautiously on the main track prepared to stop at staff crane located at staff office.**

(e) **If both signals indicate "proceed," train will proceed on main track expecting to receive staff which is authority to move into next block.**

(f) **When receiving staff, as per Rule 452, the engineman must ascertain if it is the proper one for the block which he is entering by removing staff from the pouch and reading the station names stamped upon it.**

(g) **Helper engines of eastward trains cutting out at Tunnel 6, at Summit, must obtain a helper staff at Summit office, which will permit them to return on main track from Tunnel 6 to East end of West siding at Summit, regardless of all trains except the one they are helping.**

(h) **The regular train staff will govern train movement.**

(i) **The helper staff is authority for westward movement of helper engines only from Tunnel 6 to Summit, and must be delivered to operator at Summit promptly after helper has arrived and cleared the main track.**

(j) **If more than one helper cuts out at Tunnel 6, they will couple and return with the helper staff.**

(k) **Extra and regular trains not in sections may run between any point within staff limit without running orders upon receipt of staff, clearance card and all orders designated thereon.**

(l) **Westward trains will approach staff crane at Soda Springs and Fulda under control, prepared to stop regardless of signal indications.**

10 MISCELLANEOUS.

Tracks between Sacramento and B. C. Junction numbered as follows :

No. 1 Track, Westward main track via Auburn.

No. 2 Track, Eastward main track via Nevada Street, Auburn.

No. 4 Track, between Rocklin and Loomis; diverges from No. 2 track at Rocklin and runs on south side of No. 1 track, one-half mile east of Rocklin, to Loomis, connecting with No. 1 track at Loomis.

11 **Unless otherwise instructed eastward freight trains will move Newcastle to Colfax regardless of Nos. 24 and 34.**

12 On double track, extras may run with current of traffic between any stations without running orders, but must obtain clearance (Form 2643) when leaving initial station.

13 **All trains between Elvas and Sacramento and between Elvas and Brighton, and eastward trains via Elvas from Stockton Division will move irrespective of time-table superiority when moving with current of traffic.**

14 **Normal position of main track switch at Truckee will be set for No. 2 track.**

15 **Trains and yard engines after coming to a stop for crossing with Sacramento-Northern Railroad at Front and M Streets, Sacramento, will proceed only on signal from flagman, and not pass the switchtender's station at Fourth, Sixth, Fifteenth streets and east end Sacramento River Bridge without receiving a signal to proceed.**

16 Southern Pacific trains will approach Western Pacific crossing at Front and R Streets, Sacramento, under control, expecting to find crossing occupied.

17 Southern Pacific yard engines will stop at Front and R street crossing and ascertain that it is clear before proceeding. Both Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R streets, Sacramento, are clear before using.

18 Trains will stop within two hundred (200) feet of Sacramento Northern R. R. crossing at Yuba City, Front and R streets Sacramento, and on Stirling City Branch and Knights Landing drawbridges before crossing.

Trains must not stop on drawbridge at Knights Landing.

SPECIAL INSTRUCTIONS—Continued.

MISCELLANEOUS—Continued.

19 The tonnage of Freight train between Summit and Loomis must not exceed 100 M's per operative brake and between Summit and Truckee 120 M's per operative brake. Between Stirling City and Butte Creek 80 M's per operative brake. See Rule 58 of Rules and Regulations governing air brakes.

20 At Colfax when taking siding for other trains, westward trains will use siding number one (1) north of No. 1 track. Eastward trains will use siding number three (3) south of No. 2 track.

21 Helper engines coupled in middle or rear of train must be cut off from the forward portion of train before taking water. Engines must be cut from westward freight trains while taking oil and water at Truckee.

22 Between Sacramento and Gerber engines must be cut off of all freight trains of twenty cars or more before taking water.

23 Air plugs must be used on all freight trains operating between Sparks and Roseville. These plugs will be handled by carmen at Sparks and Roseville; but must be applied and removed when necessary by trainmen at intermediate stations.

24 Markers must be kept lighted between B. C. Junction and Truckee and on No. 2 track between Rocklin and Colfax at all hours. Trainmen in this district must turn markers at all hours, as per Rule 19, Book of Rules.

25 Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

26 Between Emigrant Gap and Andover the snowshed posts on each side of the track are numbered for a distance on either side of sidings showing number of car lengths from the switch. This is a guide to the engineer in locating switch in pulling out of siding.

27 Enginemen must not dump carbide from gas generator within snowshed district.

28 When one torpedo is exploded train will come to a stop as per Rule 15, If no person is on hand to explain the placing of torpedo, train may proceed as hereinafter provided:

(a) If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

(b) If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, not exceeding 6 miles per hour for a distance of one-half mile, before resuming full speed.

29 On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

30 Trains from Knights Landing branch at Woodland will use siding to station or comply with Rule 83 before entering main track. Switches this siding set to lead from Oroville branch. Trains from Oroville use siding Binney Junction to Marysville.

31 Long siding Harrington will be used as follows: West end west of cross-over as Eastward siding; east end east of cross-over, Westward siding. Junction switch of Colusa & Hamilton Railroad connects about midway with Westward siding.

32 When trains have outfit cars, helper engine will go through to Lake View, instead of cutting out at Summit, to avoid shoving against outfit cars while helping train out of Summit.

33 West end of Nelson siding, between cross-over near section house and extreme west switch, will be occupied by cars for commercial loading.

34 Trains stopped by signal 2134 west end of Gerber yard; wait one minute and then proceed under control.

35 When necessary for eastward freight trains to double to Cape Horn, rear of train will be properly secured, and head of train taken to Cape Horn and properly secured on siding beyond derailer; engine will then return for rear of train in usual manner.

36 Trains on Placerville Branch having cars loaded with Ore reduce speed to 12 miles an hour on all curves 7 degrees or over.

37 Passenger equipment trains of fourteen cars or over within snowshed district will, when necessary to take siding, pull into siding and stop, and pull out of siding and stop, in order to pick up brakeman.

38 When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof.

Enginemen must know the location of cars thus left standing, and must use extreme care in returning for rear portion of train.

MINIMUM CLEARANCES FOR ROTARY PLOWS, BLUE CANON EAST.

39 Cisco, old fire train spur, shed post clears 8 inches. Tunnels 3 and 4, 8 to 10 inches clearance. Brackets for wire east end of tunnel 4 clears 6 inches.

Tunnel 5, 8 inches clearance.

East and west of mile post 195, stone walls clear 6 inches. Water trough east of tunnel 10 clears 5 inches.

East end of tunnel 11 clears 8 inches. When staff is in staff crane will not clear plow. Will have to stop and get staff by hand.

All push cars in shed district must be placed between posts for proper clearance.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

All crews handling plows through this district where standard clearance is not provided must reduce speed to six miles per hour through tunnels and at rock walls.

40 When a helper engine is to be coupled to a train, copies of all orders affecting the movement at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled to the train.

If helper engine is picked up at a closed or non-telegraph office, a copy of orders affecting movement of train at or beyond that station, and copy of clearance card, must be delivered to conductor of train at preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

Train dispatcher will see that this is done.

LOCATION OF OVERHEAD STRUCTURES.

Mile Post	East of	Description	Mile Post	East of	Description
132.6	Clipper Gap..........	Tunnel 0	133.3	Clipper Gap..........	Tunnel 26
165.5	Forebay	Tunnel 1	133.8	Clipper Gap..........	Tunnel 27
172.5	Emigrant Gap.......	Tunnel 2	134.8	Applegate............	Tunnel 28
180.7	Cisco..................	Tunnel 3	136.	Applegate............	Tunnel 29
181.	Cisco..................	Tunnel 4	138.7	New England Mills...	Tunnel 30
193.7	Summit................	Tunnel 6	139.2	Lander................	Tunnel 31
194.1	Summit................	Tunnel 7	139.5	Lander................	Tunnel 32
194.3	Summit................	Tunnel 8	145.3	Colfax	Tunnel 33
194.9	Summit................	Tunnel 9	145.7	Colfax	Tunnel 34
195.1	Summit................	Tunnel 10			
195.4	Summit................	Tunnel 11			
195.7	Summit................	Tunnel 12	139.2	Shingle Springs......	Shingle Springs Tunnel, Placerville Branch.
200.1	Eder....................	Tunnel 13			
114.2	Rocklin................	Tunnel 15			
114.7	Rocklin................	Tunnel 16			
117.3	Lincoln Ave., Penryn.	Tunnel 17			
120.5	Newcastle............	Tunnel 18	208.6	East of Appleton....	Tunnel Stirling Branch.
122.7	Newcastle............	Tunnel 19			
123.2	Newcastle............	Tunnel 20			
124.7	Auburn................	Tunnel 21		SNOW SHEDS	
131.2	Bowman	Tunnel 22	165.1 to 206.2	B. C. Junction....... Champion..........	Snow Sheds.
132.7	Clipper Gap..........	Tunnel 23			
132.9	Clipper Gap..........	Tunnel 24			
131.1	Clipper Gap..........	Tunnel 25			

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211..................	40	
A-84 15-25/28 110	3000 to 3009..................	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024..................	67	46445 "
A-81 20-28 105	3025 to 3071..................	77	46380 "
T-69 21-28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299.......	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297..................	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206..............	52	22750 "
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773 to 1777, 1779..................	58	45190 "
M-63 21/28 144	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802..	56	42000 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397....................	55	30190 "
E-73 18/24 63	1430 and 1432..................	61	27570 "
MC-57 26-40/30 394	4000 to 4016..................	53	43050 "
MC-57 26-40/30 398	4017 to 4028..................	53	43050 "
MC-57 26-40/30 401-S	4029 to 4043..................	53	43500 "
MC-57 26-40/30 395-S	4044 to 4048..................	53	43500 "
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679....................	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75 per cent of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with instructions governing speed of trains.

SPEED TABLE.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	......	21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6	......	23	2	36	33	1	49	43	1	23
12	5	......	24	2	30	34	1	45	44	1	21
15	4	......	25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3	......	30	2	......	40	1	30	50	1	12

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage..........................	79,000	90,000	....
" (Dynamo)..................	....	105,000	....
Baggage and Mail................	77,000-69 ft.	121,000-69ft. 90,000-60ft.	93,000-69 ft.
Baggage and Passenger...........	61,000	....	....
Buffet.............................	....	130,000	122,000
" (Dynamo)..................	....	146,000	....
Business...........................	107,000	178,000	135,000
Chair..............................	86,000	98,000	....
Coaches............................	80,000	95,000	....
Dining.............................	128,000	147,000	135,000
Horse Express....................	81,000	....	....
Observation......................	122,000	145,000	131,000
Postal..............................	....	110,000-60ft. 77,000-40ft.	....
Pullman Parlor...................	115,000	146,000	....
" Observation.............	124,500	151,000	127,000
" Std. Sleepers............	125,000	153,000	145,000
" Tourist Sleepers........	94,000	....	133,000
Tea and Silk......................	48,000	....	....
W. F. Refr. Express..... 40 to 49	78,400	....	....
" " " " ..... 50 " 89	79,100	....	....
" " " " ..... 90 " 129	77,900	....	....
" " " " ..... 130 " 154	75,500	....	....
" " " " ..... 55 " 189	87,800	....	....
" " " " ..... 500 " 505	108,500	....	....
N. P. Refr. Express...............	60,000	....	....
" " " "	....	....	74,000
G. N. " "	70,000	....	....

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surgeon........	San Francisco...	
Dr. A. M. Henderson, Division Surgeon.....	Sacramento.....	Special Service.
Dr. G. L. Stevenson, District Surgeon.......	Sacramento.....	Between Sacramento, Roseville and Fair Oaks Junction.
Dr. W. E. Briggs, Oculist and Aurist........	Sacramento.....	
Dr. B. Woodbridge, District Surgeon.......	Roseville.......	Between Antelope, Whitney and Rocklin.
Dr. J. S. Wheeler, Asst. District Surgeon....	Roseville.......	Between Antelope and Rocklin.
Dr. H. D. Fletcher, District Surgeon.........	Rocklin........	Between Roseville and Loomis.
Dr O. L. Barton District Surgeon..........	Loomis........	Between Rocklin and Penryn.
Dr. L. B. Barnes, District Surgeon..........	Newcastle......	Between Penryn and Auburn.
Dr. B. F. Howard, Emergency Surgeon.....	Alta...........	
Dr. G. H. Fay, District Surgeon............	Auburn........	Between Newcastle and N. E. Mills.
Dr. A. J. Hall, District Surgeon	Colfax........	Between N. E. Mills and Gold Run.
Dr. R. Heidrich, District Surgeon..........	Dutch Flat....	Between Gold Run and Cisco.
Dr. J. H. Bernard, District Surgeon........	Truckee........	Between Cisco and Boca.
Dr T. C. Alexander, District Surgeon.......	Floriston.......	Between Boca and Calvada.
Dr. M. R. Walker, District Surgeon..........	Reno..........	Between Floriston and Sparks.
Dr. W H. Hood, Consulting Surgeon.......	Reno..........	
Dr. John A. Fuller, Oculist and Aurist......	Reno..........	
Dr. G. W. Davis, District Surgeon..........	Lincoln........	Between Whitney and Sheridan.
Dr. Edgar Brigham, District Surgeon.......	Wheatland.....	Between Sheridan and Ostrom.
Dr. E. E. Grey, District Surgeon...........	Marysville.....	
Dr. I. V. Higgins, Emergency Surgeon......	Live Oak.......	
Dr. L. L. Thompson, District Surgeon......	Gridley........	Between Live Oak and Nelson.
Dr. O. C. Hawkins, Emergency Surgeon.....	Biggs..........	
Dr. O. Stansbury, District Surgeon.........	Chico..........	Between Nelson and Vina.
Dr. J. H. Belyea, District Surgeon.........	Los Molinos....	Between Proberta, Vina and Richfield
Dr. F. J. Bailey, District Surgeon..........	Gerber	Between Red Bluff and Gerber.
Dr. W. E. Bates, District Surgeon..........	Davis..........	Between Davis and Merritt.
Dr. H. D. Lawhead, District Surgeon.......	Woodland.....	Between Merritt, Chandler and Dunnigan.
Dr. W. F Harlan, Surgeon................	Arbuckle.......	
Dr. A. W. Kimball, Emergency Surgeon.....	Williams.......	
Dr. C. O. Poage, Emergency Surgeon.......	Colusa.........	
Dr. G. W. Desrosier, Emergency Surgeon ...	Maxwell........	
Dr. C. W. Lund, District Surgeon..........	Willows........	Between Cortena, Germantown and Fruto
Dr. S. Iglick, District Surgeon............	Orland.........	Between Germantown and Kirkwood.
Dr. J. R. Cornell " "	Stirling City....	
Dr W F. Maggard, District Surgeon.......	Corning........	Between Kirkwood and Richfield.
Dr. T. W. Horton, Emergency Surgeon.....	Honcut........	
Dr. T. B. Reardan, District Surgeon........	Oroville........	Between Honcut and Oroville.
Dr. J. Loughridge, Emergency Surgeon.....	Folsom........	Between Fair Oaks and Latrobe.
Dr. G. A. Kelly, District Surgeon...........	Placerville......	Between Latrobe and Placerville.
Dr. Geo. W. Harvey, District Surgeon	Paradise........	Stirling City Branch.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Sugeon. Emergency Hospitals located at Truckee, Sparks and Sacramento.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's of 1000 back of tender.

Corrected to October, 1917.

CLASS	ENGINE NUMBER	Boiler Pressure	Sacramento and Gerber via Roseville EAST and WEST	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax Via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber and Davis and Marysville EAST and WEST	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom
E—69 18/24 65	1382, 1384, 1388, 1391, 1394, 1398 and 1399	160	2305	....	....	....	....	2000	675	390	2285	1465
E—69 18/28 73	1459 to 1463	165	2620	....	....	....	....	2140	....	....	....	....
M—63 20/26 126	1615 to 1719	190	4310	....	....	....	....	3415	....	....	....	....
M—63 21/28 156	1720 to 1724, 1770 to 1779	200	5020	....	....	....	....	3930	....	....	....	....
M—63 21/28 144	1725 to 1769, 1780 to 1803	195	4890	....	....	....	....	3820	....	....	....	....
M—63 21/28 147	1805 to 1822	200	5020	....	....	....	....	3930	....	....	....	....
T—57 18/24 86	2134 to 2153	160	2790	....	....	....	....	2220	815	500	2555	1640
T—57 18/24 87	2176 to 2183	160										
T—63 20/26 112	2235 to 2273	180	3840	1030	555	1575	675	3080	1135	710	3505	2260
T—69 21/28 149	2283 to 2300	200	4620	....	....	....	....	3600	....	....	....	....
T—63 21/28 144	2301 to 2310	200	5020	1360	740	2020	865	3930	....	....	....	....
T—63 22/28 160	2311 to 2342 (Saturated)	200	5490	1490	815	2215	950	4315	....	....	....	....
T—63 22/28 165s	2311 to 2342 (As Superheated)	210	5720	1575	865	2330	1005	4470	....	....	....	....
C—51 22/26 152	2502	180	5245	....	....	....	....	4110	1580	1025	4505	2810
C—51 20/28 164	2503	180	4045	....	....	....	....	3155	1165	730	3515	2135
C—57 22/30 194s	2513 to 2599 and 2752 to 2844 (As Superheated)	210	6290	1750	975	2570	1130	4925	....	....	....	....
C—57 22/30 187	2513 to 2599 and 2752 to 2830	200	5980	1660	920	2420	1070	4675	....	....	....	....
C—57 22/30 184	2694 to 2751	200										
C—57 22/30 180	2624 to 2679	200										
C—57 22/30 178	2680 to 2693	200										
TW—54 22/26 147	2900 to 2913	180	5150	....	....	....	....	4105	1550	1010	4520	2765
TW—56 20/30 120	2925, 2928, 2930 and 2931	160	3840	....	....	....	....	3060	1140	740	3020	1990
TW—56 20/30 122	2927, 2929	160										
TW—50 20-29/26 120	2932, 2940 and 2943	180	3360	....	....	....	....	2625	980	640	2610	1570
TW—50 20-36/26 118	2950	170	3155	....	....	....	....	2560	945	610	2540	1525
TW—50 20/26 120	2933 to 2939, 2941, 2942, 2944	170	4080	....	....	....	....	3195	1240	830	3150	2075
MC—57 26-40/30 394	4000 to 4016	200	....	3815	2170	5460	2500	....	....	....	....	....
MC—57 26-40/30 398	4017 to 4028	200										
MC—57 26-40/30 401^{s}	4029 to 4043	200										
MC—57 26-40/30 395^{s}	4044 to 4048	200										
MM—63 25-38/23 320	4200 to 4211	200	....	3185	1795	4660	2070	....	....	....	....	....
MK—57 23¾/30 206s	3216 to 3235	200	6880	1885	1020	2790	1195	....	....	....	....	....
MK—63 26/28 210	3236 to 3249	200	7690	2110	1165	3110	1355	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 40 M's		6	6	3	3	3	6	3	3	6	6
	40 to 50 M's		3	3	0	0	0	3	0	0	3	3
	More than 50 M's		0	0	0	0	0	0	0	0	0	0

TRAINMASTERS.

C. C. FISHER ..... Woodland to Oroville; Roseville to Gerber; Davis to Tehama; Fruto, Stirling City and Hamilton Branches ..... SACRAMENTO, CAL.

J. LORD .... Colfax to Sparks .... TRUCKEE, CAL.

F. J. BERRY Colfax to Sacramento, inclusive; Placerville and Walnut Grove Branches. SACRAMENTO, CAL.

J. B. KNAPP .... Assistant Train Master
Colfax to Sparks .... BLUE CANON, CAL.

O. T. STACKPOOLE .... CHIEF TRAIN DISPATCHER

C. N. JONES .... ASST. CHIEF TRAIN DISPATCHER

W. M. FLETCHER .... DISPATCHER AND EXAMINER

TRAIN DISPATCHERS — SACRAMENTO, CAL.

L. GEIGER
F. E. JONES
G. H. BARNES
F. S. GREENE
F. E. SCOTT
L. FINGLAND
G. G. PORTER
F. G. WIESE
D. A. NEELLEY
R. D BLOSS

MILEAGE.

MAIN LINES.

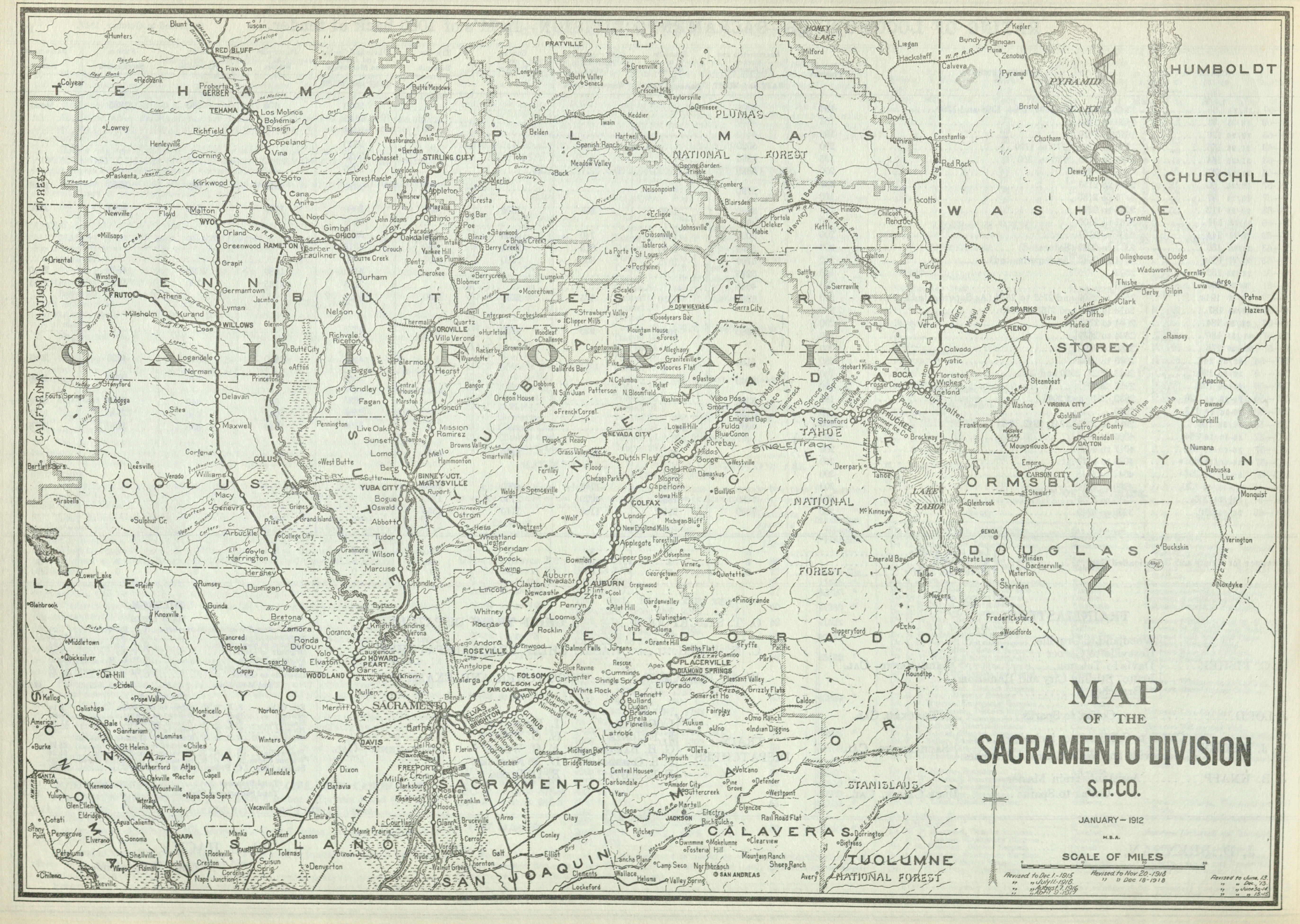
End Western Division to Sacramento	S. P. R. R.	.29	
Sacramento to Sparks	C. P. Ry	155.83	
Brighton to Sacramento	C. P. Ry	6.95	
Brighton to Elvas	C. P. Ry	3.58	
Davis to Tehama	S. P. R. R.	110.40	
Woodland to Marysville	S. P. R. R.	37.05	
Roseville to Gerber	C. P. Ry	107.02	
Total Main Line			421.12

BRANCHES.

Fair Oaks	S. P. R. R.	Citrus to Fair Oaks	2.14	
Fruto	S. P. R. R.	Willows to Fruto	16.84	
Hamilton	S. P. R. R.	Wyo to Hamilton	11.21	
Howard	S. P. R. R.	Peart to Howard	1.88	
Oroville	S. P. R. R.	Marysville (Binney Jct.) to Oroville	25.26	
Placerville	S. P. R. R.	Sacramento to Placerville	61.26	
Walnut Grove	S. P R. R.	Sacramento to Walnut Grove	24.30	
Stirling City	C. P. Ry.	Chico to Stirling City	30.30	
Total Branches				173.19
Total Sacramento Division				594.31

J. D. BRENNAN,
Superintendent.

W. L. HACK,
Assistant Superintendent.



MAP OF THE SACRAMENTO DIVISION S.P.CO.

JANUARY – 1912

M.B.A.

SCALE OF MILES

Revised to Dec. 1.-1915
" " July 11.-1916.
" " August 7. 1916
" " April 9-1917

Revised to Nov. 20.-1918
" " Dec 18-1918

Revised to June, 13.
" " Dec., '13.
" " June 30-14.
" " " 15-15

0
10
20
30
CALIFORNIA
NEVADA
TEHAMA
GLENN
BUTTE
PLUMAS
SIERRA
NEVADA
PLACER
YUBA
SUTTER
COLUSA
LAKE
YOLO
NAPA
SONOMA
SOLANO
SACRAMENTO
SAN JOAQUIN
AMADOR
CALAVERAS
EL DORADO
TUOLUMNE
STANISLAUS
WASHOE
HUMBOLDT
CHURCHILL
STOREY
LYON
ORMSBY
DOUGLAS
PLUMAS NATIONAL FOREST
TAHOE NATIONAL FOREST
CALIFORNIA NATIONAL FOREST
TUOLUMNE NATIONAL FOREST
HONEY LAKE
PYRAMID LAKE
LAKE TAHOE
RED BLUFF
GERBER
TEHAMA
CHICO
HAMILTON
WYO
WILLOWS
FRUTO
COLUSA
OROVILLE
STIRLING CITY
MARYSVILLE
BINNEY JCT.
YUBA CITY
NEVADA CITY
COLFAX
AUBURN
TRUCKEE
BOCA
RENO
SPARKS
VIRGINIA CITY
CARSON CITY
DAYTON
ROSEVILLE
SACRAMENTO
WOODLAND
DAVIS
FOLSOM
FOLSOM JC
FAIR OAKS
PLACERVILLE
DIAMOND SPRINGS
JACKSON
SAN ANDREAS
FREEPORT
NAPA
FAIRFIELD
HOWARD
PEART
ELVAS
BRIGHTON
CITRUS
GENOA
PRATVILLE
QUINCY
DOWNIEVILLE
SINGLE TRACK
S.P.R.R.
W.P.R.R.
SALT LAKE DIV.
WESTERN DIVISION
SHASTA DIVISION